



European Communities

ΕΥΡΩΠΑΪΚΟ ΚΟΙΝΩΝΙΑ
EUROPEAN PARLIAMENT
 ΕΥΡΩΠΑΪΚΟ ΚΟΙΝΩΝΙΑ

WORKING DOCUMENTS

English Edition

1985-86

24 January 1986

SERIES A

DOCUMENT A 2-202/85

REPORT

drawn up on behalf of the Committee on Transport

on common measures to reduce road accidents, as part of
 the Community's programme for Road Safety Year, 1986

Rapporteur: Mrs FAITH

PE 102.085/fin.
 Or. En.



At its sitting of 26 July 1984, the European Parliament referred the motion for a resolution on increased safety for motor coach transport (Doc. 2-366/84), tabled by Mr Moorhouse pursuant to Rule 47 of the Rules of Procedure, to the Committee on Transport as the committee responsible and to the Committee on the Environment, Public Health and Consumer Protection for its opinion.

At its meeting of 28/30 January 1985, the Committee on Transport decided not to draw up a separate report but to incorporate this resolution in an own-initiative report on speed limits and road safety.

At its sitting of 13 September 1984, the European Parliament referred the motion for a resolution on motoring regulations in the United Kingdom and Ireland (Doc. 2-461/84), tabled by Mr Seefeld pursuant to Rule 47 of the Rules of Procedure, to the Committee on Transport as the committee responsible and to the Committee on the Environment, Public Health and Consumer Protection for its opinion.

At its meeting of 28/30 January 1985, the Committee on Transport decided not to draw up a separate report but to incorporate this resolution in an own-initiative report on speed limits and road safety.

At its sitting of 11 February 1985, the European Parliament referred the motion for a resolution on the provision of place-name signs in the language of the country or region (Doc. 2-1271/84), tabled by Mr Vernimmen pursuant to Rule 47 of the Rules of Procedure, to the Committee on Transport as the committee responsible and to the Committee on Youth, Culture, Education, Information and Sport for its opinion.

At its meeting of 28/30 January 1985, the Committee on Transport decided not to draw up a separate report but to incorporate this resolution in an own-initiative report on speed limits and road safety. At its meeting of 26 November 1985 the Committee on Youth, Culture, Education, Information and Sport decided to draw up an opinion in the form of a letter.

At its sitting of 11 February 1985, the European Parliament referred the motion for a resolution on the establishment of Community rules laying down the anti-freeze content of diesel fuel for motor vehicles (Doc. 2-1472/84), tabled by Mr Fitzsimons and others pursuant to Rule 47 of the Rules of Procedure, to the Committee on Transport as the committee responsible.

At its meeting of 20/22 March 1985, the Committee on Transport decided not to draw up a separate report but to incorporate this resolution in an own-initiative report on speed limits and road safety.

At its sitting of 10 July 1985, the European Parliament referred the motion for a resolution on the need for a report on road transport, health and safety (Doc. B 2-525/85), tabled by Mr Lalor pursuant to Rule 47 of the Rules of Procedure, to the Committee on Transport as the committee responsible and to the Committee on the Environment, Public Health and Consumer Protection and the Committee on Social Affairs and Employment for their opinions.

At its meeting of 28/30 October 1985, the Committee on Transport decided not to draw up a separate report but to incorporate this resolution in an own-initiative report on speed limits and road safety.

At its sitting of 9 September 1985, the European Parliament referred the motion for a resolution on a conference on road safety in the European Community as part of the Community's Road Safety Year 1986 (Doc. B 2-659/85), tabled by Mr Marck and others, pursuant to Rule 47 of the Rules of Procedure, to the Committee on Transport as the committee responsible and to the Committee on the Environment, Public Health and Consumer Protection and the Committee on Energy, Research and Technology for their opinions.

At its meeting of 28/30 October 1985, the Committee on Transport decided not to draw up a separate report but to incorporate this resolution in an own-initiative report on speed limits and road safety.

At its sitting of 9 September 1985, the European Parliament referred the motion for a resolution on heavy traffic and the speed limit in architecturally historical areas and areas of outstanding natural beauty (Doc. B 2-665/85), tabled by Mrs Giannakou-Koutsikou and others, pursuant to Rule 47 of the Rules of Procedure, to the Committee on Transport as the committee responsible and to the Committee on Budgets, the Committee on Youth, Culture, Education, Information and Sport and the Committee on the Environment, Public Health and Consumer Protection for their opinions.

At its meeting of 28/30 October 1985, the Committee on Transport decided not to draw up a separate report but to incorporate this resolution in an own-initiative report on speed limits and road safety.

At its sitting of 9 September 1985, the European Parliament referred the motion for a resolution on road safety (Doc. B 2-715/85), tabled by Mrs Braun-Moser, pursuant to Rule 47 of the Rules of Procedure, to the Committee on Transport as the committee responsible and to the Legal Affairs Committee, the Committee on Economic and Monetary Affairs and the Committee on the Environment, Public Health and Consumer Protection for their opinions.

At its meeting of 28/30 October 1985, the Committee on Transport decided not to draw up a separate report but to incorporate this resolution in an own-initiative report on speed limits and road safety.

At its sitting of 13 June 1985, the European Parliament referred the motion for a resolution on the transport of dangerous chemicals and waste (Doc. B 2-365/85), tabled by Mrs Bloch von Blottnitz pursuant to Rule 47 of the Rules of Procedure, to the Committee on Transport as the committee responsible and to the Committee on the Environment, Public Health and Consumer Protection for its opinion.

At its meeting of 28/30 October 1985, the Committee on Transport decided not to draw up a separate report but to incorporate this resolution in a own-initiative report on speed limits and road safety.

At its meeting of 24 May 1985, the Committee on Transport decided to draw up a report on speed limits (1986 - Road Safety Year) and appointed Mrs FAITH rapporteur.

At its meeting of 26/28 November 1985, the Committee on Transport decided to examine speed limits in a separate report and hence adopted the following title: 'Common measures to reduce road accidents, as part of the Community's programme for Road Safety Year, 1986'.

The committee considered the draft report at its meetings of 25/27 September 1985, 28/30 October 1985, 26/28 November 1985 and 18/20 December 1985. At its last meeting, it adopted the motion for a resolution as a whole by 18 votes with 1 abstention.

The following took part in the vote: Mr ANASTASSOPOULOS, chairman; Mr KLINKENBORG, first vice-chairman; Mr BUTTAFUOCO, second vice-chairman; Mrs FAITH, rapporteur; Mrs BRAUN-MOSER, Mr CAROSSINO, Mr CORNELISSEN (deputizing for Mr Baudis), Mr EBEL, Mr GAZIS (deputizing for Mr Cryer), Mr HOFFMANN, Mr LAGAKOS, Mr NEWTON DUNN, Mr ROSSETTI, Mr SEEFELD (deputizing for Mr Huckfield), Mr STEVENSON, Mr TOKSVIG (deputizing for Mr Marshall), Mr TOPMANN, Mr VISSER, Mr van der WAAL, Mr WIJSENBEEK and Mr ZAHORKA (deputizing for Mr Starita).

The opinion of the Committee on Youth, Culture, Education, Information and Sport is attached. The Committee on the Environment, Public Health and Consumer Protection, the Committee on Energy, Research and Technology, the Committee on Budgets, the Committee on Economic and Monetary Affairs and Industrial Policy, the Committee on Legal Affairs and Citizens' Rights and the Committee on Social Affairs and Employment have decided not to deliver opinions.

The report was tabled on 15 January 1986.

The deadline for tabling amendments to this report will be indicated in the draft agenda for the part-session at which it will be debated.

CONTENTS

	<u>Page</u>
A. MOTION FOR A RESOLUTION	5
B. EXPLANATORY STATEMENT.....	14
I. Introduction.....	14
II. The implications of a lack of road safety.....	15
III. Parliament's road safety programme.....	16
IV. Recommendations on improving road users' behaviour.....	19
V. Other important objectives.....	23
VI. Conclusions.....	24
Annex I Motion for a resolution by Mr MOORHOUSE (Doc. 2-366/84).....	25
Annex II Motion for a resolution by Mr SEEFELD (Doc. 2-461/84).....	26
Annex III Motion for a resolution by Mr VERNIMMEN (Doc. 2-1271/84).....	27
Annex IV Motion for a resolution by Mr FITZSIMONS and others (Doc. 2-1472/84).....	28
Annex V Motion for a resolution by Mr LALOR (Doc. B 2-525/85).....	29
Annex VI Motion for a resolution by Mr MARCK and others (Doc. B 2-659/85).....	30
Annex VII Motion for a resolution by Mrs GIANNAKOU-KOUTSIKOU and others (Doc. B 2-665/85).....	31
Annex VIII Motion for a resolution by Mrs BRAUN-MOSER (Doc. B 2-715/85).....	32
Annex IX Motion for a resolution by Mrs BLOCH von BLOTTNITZ (Doc. B 2-365/85).....	33
Opinion, in the form of a letter, of the Committee on Youth, Culture, Education, Information and Sport	34

The Committee on Transport hereby submits to the European Parliament the following motion for a resolution, together with explanatory statement:

MOTION FOR A RESOLUTION

on common measures to reduce road accidents, as part of the Community's programme for Road Safety Year, 1986

The European Parliament,

A. having regard to the motions for resolutions by

- Mr MOORHOUSE on increased safety for motor coach transport (Doc. 2-366/84),
- Mr SEEFELD on motoring regulations in the United Kingdom and Ireland (Doc. 2-461/84),
- Mr VERNIMMEN on the provision of place-name signs in the language of the country or region (Doc. 2-1271/84),
- Mr FITZSIMONS and others on the establishment of Community rules laying down the anti-freeze content of diesel fuel for motor vehicles (Doc. 2-1472/84),
- Mr LALOR on the need for a report on road transport health and safety (Doc. B 2-525/85),
- Mr MARCK and others on a conference on road safety in the European Community as part of the Community's Road Safety Year 1986 (Doc. B 2-659/85),
- Mrs GIANNAKOU-KOUTSIKOU and others on heavy traffic and the speed limit in architecturally historical areas and areas of outstanding natural beauty (Doc. B 2-665/85)
- Mrs BRAUN-MOSER on road safety (Doc. B 2-715/85) and
- Mrs BLOCH von BLOTTNITZ on the transport of dangerous chemicals and waste (Doc. B 2-365/85)

- B. having regard to its own-initiative report on the introduction of a programme of Community measures to promote road safety (Doc. 1-1355/83) and the relevant resolution of 13 March 1984¹,
- C. having regard to the Resolution of the Council and of the representatives of the governments of the Member States of the European Communities, meeting with the Council, of 19 December 1984 on road safety²,
- D. referring to the Commission's communications on '1986 - Road Safety Year in the Community', of 13 December 1984 (COM(84) 704 final), and on 'publicity, legislative proposals, research projects and other activities to be undertaken in Road Safety Year', of 22 May 1985 (COM(85) 239 final),
- E. having regard to the conclusions adopted at the last Transport Council Meeting of 14 November 1985 with regard to public awareness campaigns, legislation and research to be undertaken in the framework of the Road Safety year,
- F. having regard to the report of the Committee on Transport and the opinion of the Committee on Youth, Culture, Education, Information and Sport (Doc. A 2-202/85);
1. Recalls that its committee responsible took the initiative of drawing up a multi-annual programme for a coordinated series of measures to promote road safety in the Community;
 2. Notes with satisfaction that this initiative has met with unprecedented success, since both Commission and Council have responded with commendable speed and 1986 has officially been declared Road Safety Year in the Community;
 3. Points out, however, that although both institutions' programmes are to a large extent based on Parliament's programme, the Commission, and more particularly the Council, are less ambitious in their approach;
 4. Takes the view that the Council's Resolution of 19 December 1984 and its conclusions of 14 November 1985, together with the Commission's communications on the subject, do not reflect the seriousness of the

¹ OJ No. C 104, 16.4.1984, p. 38

² OJ No. C 341, 21.12.1984, p. 1

road safety problem and are far too modest to bring about a substantial reduction in the number of traffic accidents and casualty rates;

5. Recalls in this respect that every year in the Community, some 50 000 people die and more than 1.5 million are injured in over a million road accidents;
6. Remains firmly convinced that the Community's responsibilities include taking all appropriate steps within its powers to improve road safety and that such action and the necessary appropriations should be given top priority;
7. Considers that the consumption of alcohol presents a serious threat to road safety and that this can be discouraged by active information campaigns, stricter checks and heavier penalties;
8. Reiterates, therefore, its recommendations for immediate decisions, as laid down in paragraph 11 of its Resolution of 13 March 1984, as amended, particularly on the following specific issues:
 - (a) as regards the road network and traffic signals:
 - (i) uniformity of the main road signs and signals, road markings, warning signs and traffic lights, within the framework of the ECMT,
 - (ii) obligatory installation of central crash-barriers on dual carriageways;
 - (iii) the provision of separate lanes for ordinary traffic, public transport and bicycles;
 - (b) as regards vehicles:
 - (i) compulsory standard equipment for all private cars including:
 - laminated glass windscreens,
 - head restraints,
 - safety belts for front and rear seats,
 - foglamp,
 - (ii) two obligatory exterior rear mirrors and side-mounted direction indicators,
 - (iii) obligatory provision of ABS brakes (antiblocking system) on commercial vehicles (lorries, buses and coaches),
 - (iv) ban on 'space-saver' tyres in private cars,
 - (v) harmonization of provisions on the use of studded tyres and snow-chains,

(vi) first-aid kit, fire extinguisher and warning triangle to be carried compulsorily in all vehicles;

(c) as regards road users:

(i) compulsory wearing of seat belts by all passengers including children, on all roads and on all seats in passenger vehicles,

(ii) establishment of a single maximum permissible blood-alcohol level, or the equivalent level in the breath, of 0.8 per milligram for all drivers;

(iii) a regulation on the use of drugs which have an adverse effect on driving ability, requiring any such factor to be clearly indicated,

(iv) compulsory wearing of crash helmets for all drivers and passengers of two-wheeled motorized vehicles,

(v) general safety standards for crash helmets,

(vi) ban on the use of radios, cassette recorders and any other sound equipment with headphones by users of motorized vehicles;

9. Reiterates also its wishes, as set out in paragraph 12 of the resolution, as amended, for appropriate common provisions to be implemented as soon as possible on the following:

(a) as regards roads and road signs:

(i) adequate road lighting,

(ii) harmonization of road traffic signs and signals installations,

(iii) harmonization of existing speed limits in respect of special categories of vehicles;

(b) as regards vehicles:

(i) establishment of minimum standards for:

- steering, suspension and road-holding of all vehicles and the height of car bumpers

- quality, tread and shape of tyres,

- strength of the passenger compartment, lateral protection, rubber-protected car bumpers and front and rear protective equipment for lorries,

(ii) optimum lighting and visibility for all vehicles,

(iii) the introduction of laterally visible direction indicators and outside mirrors on the near side,

(iv) ABS brakes for all private cars,

- (v) fitting of adjustable mirrors on goods vehicles to ensure that when a right turn is made (or a left turn in the UK or Ireland), pedestrians, cyclists and motorcyclists who are travelling straight on are more visible from the cab,
- (vi) particular types of mudguard that would prevent other vehicles from being splattered when it rains,
- (vii) monitoring of measures in Member States that have required fitting of speed restriction equipment on certain types of vehicles,
- (viii) compulsory regulations on:
 - the fitting of fire extinguishers,
 - safety devices for bicycles,
 - safety guards on the underside of goods vehicles,
 - side guards and mud flaps on lorries,
- (ix) frequency and obligatory nature of the roadworthiness test;

(c) as regards road users:

- (i) a second directive on the introduction of a genuine European driving licence including standard rules for obtaining driving licences in all Member States which should lead, inter alia, to a harmonization of the contents of driving tests;
- (ii) minimum qualification standards for drivers of coaches, buses and lorries,
- (iii) adequate protective systems for children in cars,
- (iv) a list of prohibited tranquillizers and other medicines for persons driving vehicles,
- (v) accommodation facilities for long-distance lorry drivers;
- (vi) measures to ensure full implementation of the EEC Regulation No. 543/69 on social provisions relating to road transport;

10. Believes that considerable progress in the field of road safety could be achieved on these lines in the near future, if both the Commission and the Council speed up internal procedures in order to implement Parliament's programme without delay;

11. Draws attention, in this respect, to the vast amount of preparatory work already done by various competent international organizations, such as the UN Economic Commission for Europe, OECD, ECMT and WHO, whose conclusions and recommendations can be incorporated in Community legislation relatively easily and quickly;

12. Is convinced that Community Road Safety Year provides a unique opportunity to achieve substantial progress and appeals to all those concerned, at all levels, to step up their efforts accordingly;
13. Shares the Commission's view as to the importance of advertising campaigns drawing road users' attention to specific hazards and on the need for a common approach in such campaigns and similar initiatives;
14. Reaffirms its view that the 1 million ECU requested by the Commission for activities during Road Safety Year should be reinstated in the 1986 budget; wishes, furthermore, for more resources to be made available in future for road safety purposes, particularly for research, bearing in mind that the economic and social cost of road accidents has been estimated at some 2% of gross national product;
15. Considers it essential for advertising campaigns and slogans to concentrate on improving motorists' and motorcyclists' attitudes, for example by encouraging a more safety-conscious approach to motoring, for the particular sake of the road users who are most vulnerable and exposed to the greatest risk, such as children, the elderly and the disabled;
16. Emphasizes the need for measures to improve road users' behaviour, since human error is by far the most frequent cause of road accidents, in comparison with other factors such as road conditions or vehicle maintenance;
17. Appreciates the need for a comparative study of Community interest by the Commission analysing the comparative importance of factors such as the behaviour of drivers and pedestrians, the state of roads, infrastructures and vehicles and signals in reducing road accidents;
18. Calls emphatically, therefore, in the field of education and training, for:
 - compulsory and wide-ranging theoretical and practical road safety programmes throughout the educational or training period,
 - stricter minimum requirements relating to road safety instruction for learners and instructors alike,
 - the introduction of provisional driving licences, involving a probationary period for learner drivers and motorcyclists, especially young people, who are proportionately more often involved in accidents

- the introduction of a graduated licensing scheme for motorcyclists, with more stringent conditions applying to the more powerful categories of motorcycles;
- raising the minimum age for moped riders, where appropriate;

19. Urges the competent authorities in the Member States:

- to increase the quality and frequency of checks on the observance of traffic rules and provisions in general, and the regulations on driving and rest periods for drivers of commercial vehicles in particular,
- to impose appropriate penalties,
- to make adequate distinctions between the various types of offence,
- to ensure that dangerous driving and serious offences are commensurately and severely punished, e.g. sentences involving withdrawal of the driving licence or even imprisonment;

20. Appeals to the relevant national, regional and local authorities in the Member States to provide for safer cycling and pedestrian facilities, particularly in built-up areas; regrets, in this context, the relative neglect of safety conditions for cycling in most countries, when cycling should be strongly encouraged, mainly through appropriate road and traffic design, as an alternative mode of transport which offers clear environmental benefits;

21. Considers it of great importance, in making the bicycle a more satisfactory means of transport, to improve its lights and reflectors; to this end, rear reflectors, pedal reflectors and side reflectors should be made compulsory in all Member States;

22. Is also firmly convinced that much greater provision and use of public transport, by both road and rail, would most certainly have a positive effect on the safety record, while also helping to safeguard the environment, and strongly urges the Member States to give priority to the provision of attractive, integrated public transport,

23. Considers it essential, therefore, to take all appropriate measures in order further to improve the safety rate of buses and coaches and asks the Commission to submit proposals for Community legislation to this end, such as greater roll-over protection for bus and coach passengers, reinforced roofs, fire-proof seats, overall superstructure strength, etc.;

24. Points out that, apart from the adverse effects, motorway tolls may be responsible for diverting traffic from motorways, which are statistically the safest roads, onto roads which are less safe and calls, therefore, for motorway tolls to be replaced by a European road fund system at the earliest opportunity;
25. Points out that particularly in frontier regions, traffic and direction signs should be in more than one language;
26. Considers that speed limits are primarily a road safety measure, but also involve environmental and energy policy issues, and that the Committee on Transport should draw up a separate report on this matter as soon as possible, giving due consideration to the two secondary aspects referred to above;
27. Considers that the adoption of a Community regulation on the speed limits applied in the various Member States is an indispensable measure in promoting road safety;
28. Favours a permanent exchange of information on road safety and calls on the Member States, in cooperation with the Commission, to set up a Community-wide data collection system so as to improve understanding of the causes of accidents and make statistics more reliable, which in turn would make it much easier for the competent authorities to identify exposure to risk and determine the priority areas in accident prevention policies;
29. Calls on the Commission, in cooperation with the Member States, to introduce measures to keep uninsured vehicles off the road;
30. Asks the Commission to draw up an inventory of successful safety measures in individual Member States with a view to ensuring that they are implemented throughout the Community;
31. Endorses the Commission's proposal on Community sponsored or coordinated research on road safety, as laid down in Annex 3 of its Communication of 13 December 1984 (COM(84) 704 final);

32. Reaffirms the importance it attaches to the development and use of electronic aids and traffic guidance systems, particularly for the automatic detection of dangerous weather and road conditions;
33. Calls on the Member States that have not yet done so to introduce a single emergency telephone number for reporting accidents;
34. Considers it highly desirable to involve neighbouring third countries, in particular the EFTA countries and Poland, East Germany, Hungary, Czechoslovakia and Yugoslavia, as much as possible in the Community's efforts to promote road safety;
35. Invites, as a contribution to Road Safety Year:
 - all organizations, associations and bodies involved in road safety, as well as individuals, to submit specific suggestions for reducing the rate of accidents,
 - its Members actively to participate in road safety conferences and other events in their respective countries and constituencies;
36. Instructs its President to forward this resolution to the Council and Commission and to the national parliaments of the Member States.

EXPLANATORY STATEMENTI. INTRODUCTION

1. The Committee on Transport warmly welcomes the fact that the Commission and Council have responded positively to its initiatives and endeavours with regard to improving road safety.

2. The own-initiative report by Mr BAUDIS on the introduction of a programme of Community measures to promote road safety (Doc. 1-1355/83), the dynamic and vigorous efforts of its then chairman, Mr SEEFELD, and the strong support given to its multi-annual programme in the plenary sitting of 13 March 1984 had the following results :

- the Commission very quickly submitted a draft Council resolution on the implementation of a Community programme on road safety (COM(84) 170 final) which was largely based on that of Parliament;
- the Council adopted this resolution on 19 December 1984;
- it was decided at that meeting to designate 1986 Road Safety Year in the Community;
- the Commission submitted two communications to the Council on this matter: on Road Safety Year (COM(84) 704 final) on 13 December 1984 and on publicity, legislative proposals, research projects and other activities to be undertaken in Road Safety Year (COM(85) 239 final) on 22 May 1985;
- the Council adopted a number of conclusions, on campaigns to increase public awareness and on legislation and research at its last meeting on 14 November 1985;
- the Commission intends to submit specific proposals for legislation in the near future in the following areas :
 - technical checks for cars,
 - further harmonization of provisions on obtaining a driving licence,
 - minimum standards for tyres,
 - better construction of and equipment for buses and coaches,

- speed restrictions,
- insurance.

3. The Committee on Transport's initiative has thus clearly been a success. However, words and good intentions are not enough to reduce drastically the number of road accidents and victims. We should make every effort to gain the maximum effect from the unique opportunity offered by Road Safety Year.

4. As various studies and analyses of speed restrictions have still not been completed and this important and very controversial subject should be considered in greater detail, the Committee on Transport decided at its meeting of 28 November 1985, that it would prefer to deal with this specific matter in a separate report. Speed restrictions have therefore not been considered in this report.

II. THE IMPLICATIONS OF A LACK OF ROAD SAFETY

5. Road accidents are clearly among the most serious problems facing society today.

6. Each year more than 50 000 people die and more than 1.5 million are seriously injured on the roads in the twelve Community countries.

7. The most recent reliable and comparable statistics, for 1983, on numbers of deaths are as follows¹ :

Belgium	2 090
Denmark	650
Federal Republic of Germany	11 732
Greece	1 586
Spain	6 066
France	11 677
Ireland	535
Italy	7 685
Luxembourg	85
Netherlands	1 756
Portugal	2 831
United Kingdom	5 539
TOTAL	<u>53 800</u>

¹Source : Commission of the European Communities (death within 30 days of the accident)

By comparison in the same year there were 42 500 deaths from road accidents in the United States of America and 11 500 in Japan.

8. These figures are horrifying.

9. The human suffering involved can only be fully understood by those who have either themselves been seriously hurt and have suffered permanent injury or disability or those who have lost a close relative or friend in a road accident.

10. Apart from human suffering, social costs are also incurred which have been estimated at some 2% of the Community's gross national product.

11. However, the annual figures for deaths and injuries on the roads do show a downward trend, at least in most developed societies, despite the constant increase in the number of vehicles and road users.

For example, in 1970 the number of deaths from road accidents in the twelve Community countries was 69 300, with the figures for West Germany and France alone being 19 193 and 15 048 respectively.

12. The fact that the situation has improved in relative terms is largely due to the many measures taken by most national authorities and the initiatives undertaken by the competent organizations. This demonstrates that an effective policy can in fact produce positive results.

13. However, this does not alter the fact that the Committee on Transport remains convinced that the number of road accidents is still far too high and that they claim too many victims.

III. PARLIAMENT'S ROAD SAFETY PROGRAMME

14. It was this last point that prompted the Committee on Transport, a few years ago, to draw up a multi-annual programme of Community measures to promote road safety.

15. It considered that the Community should also take action and that in this respect, it had two major assets:

(a) the opportunity to coordinate certain activities and

(b) the opportunity to give the necessary legal effect throughout the Community to recommendations from national and international organizations without legislative powers.

16. The present report cannot reconsider in great detail this very recent programme, which was dealt with thoroughly in the Baudis report.

17. Your rapporteur would therefore like to refer to specific aspects of this report, in particular as the recommendations it contains are still valid, because the Council has only adopted a resolution with some general conclusions and the Commission has still not submitted any formal proposals for Community provisions.

18. Moreover, Parliament's wishes with regard to a Community contribution to greater road safety, on the basis of specific measures which should be implemented immediately or as soon as possible, are included in the resolution of this report, namely in paragraphs 8 and 9.

19. The same also applies to the proposed medium and long-term measures for reducing numbers of road accidents which are still valid and the preparation of which must be continued vigorously.

20. Parliament's proposals contained in paragraph 13 of its resolution of 13 March 1984¹ belong in this category, in particular :

- (i) establishment of uniform criteria for drawing up homogeneous, and thus comparable, statistics and information on the real causes of road accidents, in order to gain a better understanding of the problem and thus to be able to combat it more effectively,

¹OJ No. C 104, 16 April 1984, p. 42

- (ii) investigation of the feasibility of increasing the spread of the holiday period,
- (iii) research into a complete system of electronic aids for drivers, in particular for the automatic detection of dangerous weather conditions and road obstructions,
- (iv) interdisciplinary scientific and technological research into new safety equipment on the basis of cost benefit studies,
- (v) opportunities for Community financial support in the field of infrastructure, in particular for the removal of dangerous stretches of road, the construction of ring roads around large conurbations, etc.,
- (vi) investigation of the legal possibilities for the Community to act as a contracting party for the signature of international road safety agreements,
- (vii) research into the advantages and disadvantages of the introduction in the Community of a driving licence linked to a central computerized points system.

21. In the multi-annual programme the concrete Community initiatives and measures are always set out under three headings, i.e. measures as regards :

- the road network and traffic signals,
- vehicles,
- road users.

These headings correspond to the factors which usually determine road accidents.

22. Although the actual cause of an accident cannot always be established, and there are therefore no reliable statistics available, it is

clear that the road user is responsible for the vast majority of accidents either directly (for example, through error) or in conjunction with road conditions (e.g. slippery road surfaces) or the vehicle (e.g. technical faults)¹.

23. As human error is thus clearly by far the most important cause of road accidents, it is essential that efforts to improve road users behaviour should be at the centre of attempts to substantially reduce that numbers of accidents.

24. A special section is therefore devoted to this subject which is extremely important.

As many aspects do not fall within the Community's terms of reference, some suggestions must therefore be seen as requests to the authorities concerned in the Member States, seeking improved coordination and the necessary conditions to achieve safer road use in Europe.

IV RECOMMENDATIONS ON IMPROVING ROAD USERS' BEHAVIOUR

25. A marked reduction in the number and seriousness of road accidents can only be achieved if road users behave in a more safety-conscious manner.

26. As already indicated, improving road users' behaviour is an objective which deserves high priority.

27. If a long term change in behaviour by all drivers and pedestrians is to be effected, a broad range of measures, in various policy areas is required and these are outlined below.

¹According to a study by the British Transport and Road Research Laboratory human factors play a part in 95% of all road accidents. In 65% of these the road user alone is at fault and in 24% the combination of human error and road conditions are to blame.

(i) Information and increasing public awareness

28. A large number of road users (for example, older pedestrians) are not sufficiently aware of dangers on the roads. Others, because they themselves do not drive or are inexperienced, are not sufficiently aware of traffic regulations. All such people need adequate information.

Specific information is needed regarding major new provisions, in dangerous weather conditions and with regard to poor road surfaces, obstacles, etc.

The media, press, radio and television could be more involved in this, and posters could also be used.

29. As well as providing information, efforts must be made to increase awareness. Too many road users are well aware of traffic dangers from a purely rational standpoint, but this knowledge is often suppressed. Overconfidence or working off various emotions such as tension, frustration and annoyance, behind the wheel are common phenomena.

Carefully planned campaigns, aimed at essential aspects (e.g. reduced control over a vehicle in heavy rain, driving under the influence of alcohol, wearing seatbelts, maintaining distances between vehicles, etc.) could be very effective. In order to increase awareness on those individual campaigns, they could be carried out before peak holiday periods.

(ii) Education and training

30. In most Community countries instruction for children and young people on the highway code is inadequate and in some countries completely unsatisfactory.

31. As instinctive safety-conscious behaviour by road users is only achieved by means of appropriate instruction from a very early age, and as young people are among the most vulnerable groups, in the sense that proportionally more deaths occur in this age group, the importance of effective road safety training system cannot be overestimated.

It is therefore not surprising that road safety education is stressed in numerous publications, for example the Netherlands National Road Safety Plan of 14 December 1983, the House of Commons first report on road safety of 20 December 1984 and the final report of the Belgian Road Safety Year of 8 February 1985.

Your rapporteur would therefore urge the competent authorities in the Member States to ensure that instruction on the highway code is carried out in kindergartens and primary and secondary schools.

32. As well as theoretical training, attention should be paid to practical training, which could be given in schools, parks and training areas.

Training is also desirable for adults, even if they already have a valid driving licence. In the committee meeting Mr KLINKENBORG rightly drew attention to the usefulness of practical driving lessons in bad weather conditions, for example fog, aquaplaning and ice.

33. It is obvious that training for drivers of commercial vehicles, buses, coaches and vehicles transporting dangerous substances should satisfy the most stringent requirements. The motion for a resolution by Mr LALOR (Doc. B 2-525/85), attached as annex V of this document, deals with this matter.

34. As the Commission has undertaken to submit proposals in the near future on the harmonization of the conditions for obtaining a driving licence, your rapporteur has chosen not to deal with this complex subject in greater detail at present.

However, the Commission is asked to investigate very carefully, in addition to certain minimum requirements, the desirability of a provisional driving licence or a probationary driving licence and the period of validity of such a licence and to draw up suitable proposals as quickly as possible.

35. Your rapporteur takes the view that there should be Community provisions on the qualifications required by driving instructors.

(iii) Controls and penalties

36. A minority of drivers and motorcyclists are irresponsible and reckless. Society must be protected against these traffic offenders by appropriate action by the police and judicial authorities.

37. Controls and traffic surveillance are therefore necessary. Because of the increased chance of detection, reckless or dangerous road users will take more care.

38. Of course the Community has no powers as regards penalties. Nevertheless, your rapporteur would urge the national authorities to seek greater uniformity as regards summonses, fines and penalties.

Serious infringements should incur heavy sentences in order to have greater deterrent effects. Penalties should be imposed in order to make a proper distinction between practices that are very dangerous, less dangerous or harmless.

o
o o

39. It is vitally important to foster good behaviour among road users if there is to be a marked improvement in road safety; the basis must be a judicious and well-considered balance between preventive measures and sanctions, with the emphasis on prevention and education measures.

V. OTHER IMPORTANT OBJECTIVES

40. In its outline of an effective road safety policy the Committee on Transport considers it desirable that special attention should be paid to a number of objectives which are discussed briefly in the paragraphs that follow.

(i) Protection of the most vulnerable road users

41. The needs of children, young people, the elderly and the disabled should be borne in mind when plans are drawn up for towns, roads and the equipping of vehicles.

(ii) Support for public transport

42. It is quite clear that greater attention drawn to public transport, in particular in towns and conurbations, could considerably reduce numbers of accidents.

Therefore regional and local authorities should look for appropriate ways, in close cooperation with transport undertakings, of making public transport whether by bus, tram, underground train, or railway more attractive.

43. With regard to the safety of buses and coaches, it would seem extremely advisable to review safety criteria, as suggested by Mr MOORHOUSE in his motion for resolution on this subject (Doc. 1-366/84, paragraph 4, Annex I).

(iii) Support for cycling

44. Like public transport, cycling can help to reduce traffic nuisance and dangers on the roads.

With the exception of Denmark and the Netherlands where great efforts have been made and are still being made, the situation in the other Member States with regard to cycling is very unsatisfactory .

There is therefore an urgent need for the necessary infrastructure measures to be taken in order to provide facilities for cyclists both in town centres and in built-up areas.

The environmental benefits of cycling are a strong argument for taking the measures outlined above¹.

(iv) Cooperation with neighbouring countries

45. In committee, Mr SEEFELD rightly urged that there should be consultation with neighbouring countries on Community initiatives and measures to promote road safety, since countries such as Austria, Switzerland and Yugoslavia should be involved as closely as possible in order to prevent divergent, and thus confusing, policies.

The same applies to Scandinavia, even though road safety in Norway and Sweden is markedly higher than in most Community Member States.

(v) Research

46. The Committee on Transport approves unreservedly the research activities proposed by the Commission and contained in its communication of 18 December 1984 (COM(84) 704 final, Annex 3).

47. In particular, it considers the establishment of a data bank for gathering and centralizing information on the causes of accidents to be essential with a view to implementing a rational safety policy.

VI CONCLUSIONS

48. Your rapporteur cannot agree with Mr SEEFELD's demand outlined in his motion for resolution (Doc. 2-461/84) (see Annex II).

Driving on the left side of the road in the United Kingdom and Ireland and on the right on the continent may give rise to confusion and lead to accidents, although this has not been proven. However, your rapporteur considers that accidents of this sort are rather small in number to justify the very heavy investment needed for the change to be made in the two countries mentioned, in particular at a time of economic crisis.

¹See the motion for resolution by Mrs GIANNAKOU-KOUTSIKOU and others (Doc. B 2-665/85) - Annex VII.

MOTION FOR A RESOLUTION (Doc. 2 -366/84)

tabled by Mr MOORHOUSE

pursuant to Rule 47 of the Rules of Procedure
on increased safety for motor coach transport

The European Parliament,

- A. Having regard to the Baudis Report on the introduction of a programme of Community measures to promote road safety¹,
- B. Having regard to the apparent increase in the number of incidents leading to death or serious injury in motor coach crashes;
- C. Recalling with deep regret the recent coach crashes in Spain,

Calls upon the Commission to: -

- 1. Undertake throughout the Community the setting up of a procedure for the systematic investigation of the causes of coach crashes;
- 2. Revise safety standards covering the design of passenger coaches acting on the results of these investigations;
- 3. Enforce throughout the Community recommendations by the UN Economic Commission for Europe for greater roll-over protection for coach passengers;
- 4. Consider urgently the introduction of obligatory safety devices on coaches, in particular the use of lap seat belts, laminated windscreens and side-windows, non-lock braking, reinforced roof and generally increase overall superstructure strength;
- 5. Ensure the enforcement of uniform speed limits for drivers of buses and coaches, as well as their qualifications, having particular reference to age, experience and conditions under which they drive;
- 6. Urgently implement the recommendations and proposals contained in the Baudis Report.

¹ OJ No. C 104, 16.4.1984, p. 29

MOTION FOR A RESOLUTION (Doc. 2-461/84)

tabled by Mr SEEFELD

pursuant to Rule 47 of the Rules of Procedure

on motoring regulations in the United Kingdom and Ireland

The European Parliament,

- A - concerned by the number of deaths and injuries on the roads of Europe every year caused by confusion over driving on the left or right side of the road,
- B - wishing to remove the barrier to trade caused by motoring regulations in the United Kingdom and Ireland requiring drivers to use the left side of the road,
 - 1. Requests its competent committees to draw up a report on the costs and benefits of changing motoring regulations in the United Kingdom and Ireland so that drivers there use the right side of the road as in the rest of Europe.

tabled by Mr VERNIMMEN

pursuant to Rule 47 of the Rules of Procedure

on the provision of place name signs in the language
of the country or region

The European Parliament,

- A. having regard to Written Question No. 632/76 by Mr W. Müller to the Commission on uniform road signs on European motorways and to the Commission's answer¹,
- B. having regard to Written Question No. 683/80 by Sir Henry Plumb to the Commission on harmonization of road signs and markings²,
- C. having regard to Written Question No. 1970/80 by Mr Damseaux to the Commission on road signs and to the Commission's answer³,
- D. having regard to Written Question No. 2036/82 by Mr Costanzo and Mr Del Duca to the Commission on uniform road signs and to the Commission's answer⁴,
- E. whereas uniform place name signs in the European Community would make matters clearer for motorists and improve road safety,
 1. Calls on the Commission to take steps as quickly as possible at Community level to ensure that places are signposted in the language of the country or region in which they are situated;
 2. Calls on the Member States to support this position within the framework of the Vienna Convention on Road Signs and Signals, the European Conference of Ministers of Transport, and the United Nations Economic Commission for Europe in Geneva;
 3. Instructs its President to forward this resolution to the Commission, the Council of Ministers and the governments and parliaments of the Member States.

¹ OJ No. C 23, 31.1.1977, p. 29

² OJ No. C 269, 16.10.1980, p. 21

³ OJ No. C 93, 23.4.1981, p. 14

⁴ OJ No. C 129, 16.5.1983, p. 19

tabled by Mr FITZSIMONS, Mr ROUX, Mr LALOR,
Mr FLANAGAN and Mr GUERMEUR

ANNEX IV

on behalf of the Group of the European Democratic
Alliance

pursuant to Rule 47 of the Rules of Procedure

on the establishment of Community rules laying
down the anti-freeze content of diesel fuel for
motor vehicles

The European Parliament,

- A. whereas the protection level of anti-freeze in diesel supplied as fuel varies widely from one Member State to another: -5° in France, -18° in Germany, -9° in Ireland and whereas this protection is inadequate in the majority of cases,
- B. having regard to the disruption of road haulage in extremely cold conditions which immobilizes vehicles using diesel fuel in certain regions of the Community and on major routes,
 1. Stresses that such a situation is detrimental to all road haulage operations on Community territory and, in particular, to certain specific products such as the transport of perishable goods;
 2. Regrets that the absence of Community rules in this field acts as a restraint on economic activity in certain regions, causes workers to be laid off and financial loss to transport undertakings and obstructs the establishment of a genuine internal market;
 3. Regrets that users, essentially road hauliers, are obliged to cover the cost of purchasing expensive anti-freeze additives which come in a wide range of makes of extremely variable quality;
 4. Proposes that Community rules should be drawn up for all the Member States of the Community laying down an identical anti-freeze factor providing adequate protection in extremely cold conditions for diesel supplied as fuel by the refining industry;
 5. Calls on the Commission to submit appropriate proposals to the Council by the end of June 1985;
 6. Instructs its President to forward this resolution to the Presidents of the Commission and the Council and to the Heads of State and Government of the Member States.

tabled by Mr LALOR
pursuant to Rule 47 of the Rules of Procedure
on the need for a report on road transport health and safety

The European Parliament,

- A having regard to the fact that road transport is one of the most crucial occupations in any country because of its key role in economic life
- B having regard to the considerable occupational risks involved in road transport because of the frequency and severity of road accidents
- C having regard to the estimates of the International Labour Office contained in the report prepared by their Inland Transport Committee Report III on Occupational Safety and Health in Road Transport, Geneva, 1985 which claims that out of every 1,000 persons killed in traffic accidents, between 15 and 20 are occupants of commercial vehicles
- D having regard to further ILO statistics which show that the proportion of fatal traffic accidents for which commercial vehicles are responsible varies from 25% in Denmark to 9% in Belgium
- E having regard to the steady increase in the number of commercial vehicles used for transport purposes and the number of people employed in the road transport business
- F having regard to the importance of respect for rules of safety and health for those employed in the road transport sector with particular reference to a Swiss study which shows that fatigue is the most commonly quoted human factor leading to accidents
- having regard also to other risks associated with devices of commercial vehicles such as noise, vibration, irregular meals, mental and muscular fatigue as well as back complaints
- 1 Calls on the Commission to draw up a report on road transport safety within the Community with special reference to risks involved for professional drivers and their causes as well as risks relating to health;
 - 2 Believes that such a report should also examine the suggestion put forward by the ILO that there is need for "ergonomic" design of cabin and seats and the fundamental importance of specialised training for driving of commercial vehicles;
 - 3 Is of the view that a comparison should be made of existing training methods for drivers of commercial vehicles in the Member States in view of the different situations and conditions which apply in the Member States and third countries;
 - 4 Instructs its President to forward this Resolution to the Commission, the Council and the International Labour Office.

MOTION FOR A RESOLUTION (Doc. B2-659/85)

tabled by Mr MARCK, Mr DEBATISSE and Mr CHANTERIE

pursuant to Rule 47 of the Rules of Procedure

on a conference on road safety in the European Community as part of the Community's Road Safety Year 1986

The European Parliament,

- A. having regard to the report drawn up by Mr Baudis on behalf of the Committee on Transport (Doc. 1-1355/83) on the introduction of Community measures to promote road safety,
- B. having regard to the communication from the Commission to the Council of 22 May 1985 (COM(85) 239 final) on 1986 - Road Safety Year in the Community: publicity, legislative measures, research and other measures,
 1. Takes the view that it is vital that the campaign for road safety should be conducted at all levels, as stated in Parliament's report;
 2. Takes the view that a coherent, comprehensive Community action programme is required, again as stated in Parliament's report;
 3. Points out that in its programme for 1986 - Road Safety Year the Commission has made great efforts to formulate projects to mark this event, i.e.:
 - publicity campaigns on specific subjects,
 - proposals for certain legislative measures,
 - research projects and
 - various other activities,
 which will be backed up by congresses, symposia and seminars in 1986;
 4. Inclines, nevertheless, to the view that the Commission projects referred to in paragraph 3 do not accord with Parliament's wish for a comprehensive approach to be adopted to transport policy;
 5. Feels that the resolution adopted by Parliament has thereby been reduced to the minimum;
 6. Takes the view that 1986 is an ideal starting-point for promoting road safety in Europe and that it is therefore necessary to organize a conference on road safety in Europe at which all aspects of road safety can be discussed;
 7. Is convinced, in view of the results which such a conference can be expected to produce and the proposals contained in Parliament's earlier resolution, that it will be possible to bring about a comprehensive approach to road safety and thereby promote the campaign for road safety;
 8. Is convinced that it will then be possible for a comprehensive policy on road safety to be pursued at European level;
 9. Feels that an ad hoc working party should be set up to formulate practical proposals in preparation for the work of this conference;
 10. Instructs its President to forward this resolution to the Commission.

tabled by Mrs GIANNAKOU-KOUTSIKOU, Mr BATTERSBY,
Mr CHRISODOULOU and Mr GERONTOPOULOS

pursuant to Rule 47 of the Rules of Procedure

on heavy traffic and the speed limit in architecturally historical areas
and areas of outstanding natural beauty

The European Parliament,

- A. whereas a large number of architecturally historical areas and areas of outstanding natural beauty in the Community are steadily deteriorating and decaying under the effects of air and noise pollution caused by the passage of traffic of all kind and heavy vehicles in particular,
 - B. whereas the abovementioned architecturally historical areas are not designed to accommodate fast traffic and heavy vehicles,
 - C. whereas heavy through-traffic in these areas is contributing to their deterioration, gradual decline and decay and also represents a constant threat to the safety of the inhabitants and visitors because of the circumstances peculiar to these areas,
 - D. having regard to the inevitable deterioration of the environment and, in particular, the disturbance of the ecological balance in the above areas as a result of the large amount of traffic, exacerbated by the presence of heavy vehicles,
 - E. whereas many of these architecturally historical areas have been designated protected areas under national law,
 - F. having regard to its resolution of 14 September 1982 on the protection of the architectural and archaeological heritage¹,
 - G. withing to improve road safety for the inhabitants and visitors in these architecturally historical areas, especially having regard to the fact that 1986 has been declared a 'road safety year',
 - H. whereas there is an immediate need and an obligation on the Community to implement a common policy on traffic in architecturally historical areas,
1. Calls on the Commission
 - (a) to carry out a study with a view to fixing a lower speed limit in architecturally historical areas,
 - (b) to urge the responsible authorities in the Member States to use all suitable means to ensure compliance with the speed limit, where necessary having recourse to technical means,
 - (c) to urge the responsible authorities in the Member States to divert heavy vehicles around these areas where this is feasible and, where it is not, to finance from the Community budget the construction of by-passes to take heavy traffic and divert it away from sensitive areas,
 - (d) when funding infrastructure projects, to give priority to projects which will help preserve architecturally historical areas and relieve them of major traffic problems;
 2. Calls on the Member States to carry out studies to determine the areas concerned and the cost involved and to estimate the environmental benefit of decongesting these areas and to submit these to the Commission;
 3. Instructs its President to forward this resolution to the Council, the Commission and the Governments of the Member States of the Community.

¹ OJ No. C 267, 11.10.82, p.25

MOTION FOR A RESOLUTION (Doc. B2-715/85)

tabled by Mrs BRAUN-MOSER

pursuant to Rule 47 of the Rules of Procedure

on road safety

The European Parliament,

- A. having regard to the draft Council resolution on the implementation of a community programme on road safety (COM(84) 170 of 20 March 1984),
 - B. in remembrance of the many killed on the roads (casualties per million inhabitants 1982: Belgium - 209, DK - 128, F - 229, GB - 110, E - 136, NL - 119, D - 188),
 - C. whereas, despite the extensions to the road network (e.g. in the Federal Republic of Germany, taking 1970 as 100, 1984 = 113) and increased traffic levels (1984 = 151.7 as against 1970 = 100), the number of killed and injured (1970 = 100, 1984 = 86.4 and 53.1 respectively) has somewhat decreased even though the proportion of the seriously injured is still very high (1970 = 100, 1983 = 88.2),
 - D. conscious that those involved are most often young drivers of between 18 and 21 years of age and who typically meet with an accident while in charge of a motorcycle; for example, the risk in the Federal Republic of Germany of being injured in an accident is more than twice as high in the 18-21 age group for men as for women and the danger of being killed is more than twice as high for drivers between 18 and 25 than for those between 55 and 65,
1. Calls for programmes on safety training (e.g. children and traffic, children as cyclists, roadcraft training in the kindergarten, moped courses, safety training for motorcyclists and car drivers, safety programme for lorry drivers, road safety campaigns in companies, older people as pedestrians in traffic) and proposals on who should carry out these programmes in the various countries, (e.g. automobile clubs, road patrols, driving instructors, police, insurers, youth associations, the armed forces, welfare associations, churches, educational establishments, firms, professional societies, car and motorcycle manufacturers, trade unions, employers' associations);
 2. Calls for a reduction in the minimum age for moped drivers;
 3. Supports the system of trainee and graduated driving licences;
 4. Wishes to see driving lessons made compulsory in all countries;
 5. Declares itself to be in favour of uniform rules for the issuing of a driving licence in all Member countries;
 6. Considers that generally enforceable safety standards should be applied to safety helmets;
 7. Considers that additional provisions on vehicle safety equipment are necessary in order to reduce the number of accidents and their effects (e.g. lorry reverse warning signal, harmonization of car safety-belt catches and bumper heights, direction indicators visible from the side, nearside mirror, fire extinguishers, safety steering for cycles etc.);
 8. Instructs its President to forward this resolution to the Commission and the Council, and to the governments of the Member States.

tabled by Mrs BLOCH von BLOTTNITZ
pursuant to Rule 47 of the Rules of Procedure
on the transport of dangerous chemicals and waste
The European Parliament,

- A. having regard to three serious accidents during the transport of dangerous chemicals on motorways in the Federal Republic in April,
- B. whereas the authorities and local emergency services are generally unable to control the hazards arising in these cases,
- C. whereas the waybill procedure is quite inadequate as a means of supervision and dangerous goods are still transported undeclared,
- D. whereas legal provisions regarding driving times and rest periods in long-distance transport are persistently circumvented,
- E. whereas chemical freight loads are constantly increasing,
- F. whereas many dangerous goods cross the borders within the Community,
- G. whereas the amount of waste alone (dangerous waste materials) crossing the Community's internal borders amounts to 3 m tonnes per annum,
- H. whereas goods are often transported over borders into other countries in order to dump dangerous substances in unauthorized locations,
- I. taking the view that current regulations on the transport of chemicals and dangerous waste are inadequate,
- J. believing that new rules must be adopted as soon as possible,
 - 1. Calls for uniform legislation on the transport of these substances in the Community;
 - 2. Urges that henceforth dangerous goods should be transported only where
 - (a) the need for their transport has been demonstrated,
 - (b) all safety regulations are respected, and
 - (c) adequate safety measures are taken to protect those accompanying the goods;
 - 3. Calls for a general ban on the long-distance transport of hazardous chemicals and dangerous waste by road;
 - 4. Instructs its President to forward this resolution to the Council, the Commission and the appropriate committees of Parliament and to the governments of the Member States and relevant organizations in the chemical industry.

COMMITTEE ON YOUTH, CULTURE, EDUCATION, INFORMATION AND SPORT

OPINION

for the Committee on Transport

Letter from the chairman of the Committee on Youth, Culture, Education, Information and Sport to Mr Georgios ANASTASSOPOULOS, chairman of the Committee on Transport

SUBJECT: Opinion of the Committee on Youth, Culture, Education, Information and Sport on the provision of place name signs in the language of the country or region (Doc. 2-1271/84) and on heavy traffic and the speed limit in architecturally historical areas and areas of outstanding natural beauty (Doc. B 2-665/85)

Mr Georgios ANASTASSOPOULOS
Chairman of the Committee on Transport

Dear Mr Chairman,

At its meeting of 26 November 1985 my committee considered the motions for resolutions tabled by Mr VERNIMMEN on the provision of place name signs in the language of the country or region (Doc. 2-1271/84) and by Mrs GIANNALOU-KOUTSIKOU on heavy traffic and the speed limit in architecturally historical areas and areas of outstanding natural beauty (Doc. B 2-665/85).

Following a discussion of the motions, the committee adopted¹ the following conclusions:

With regard to road traffic, the Committee on Youth, Culture, Education, Information and Sport welcomes the commitment of several Member States of the Community to simplify formalities so as to encourage international road traffic which has grown considerably through trade, tourism or other factors.

These measures meet the expectations of Europeans who, to an increasing extent, ought to be able to move freely within the Community without being confronted with formalities or other obstacles, particularly when crossing borders.

In that connection, the committee would welcome road signs and direction signs which may be easily read by motorists. Certain improvements in signposting are therefore called for, particularly in border regions and in multilingual states.

With regard to traffic restrictions and the speed limit in architecturally historical areas and areas of outstanding natural beauty, the Committee on Youth, Culture, Education, Information and Sport shares the desire to fight the pollution from motor vehicle exhaust gases, which seriously damages historical sites and monuments, but also points out that tourism, which is important in economic and cultural terms, is closely linked with the use of motor vehicles.

¹ The following took part in the vote: Mrs EWING (chairman), Mr SELVA (vice-chairman); Mr BAUDOUIN, Mrs DURY (deputizing for Mr GALLO), Mr HAHN, Mr MUNCH, Mrs PEUS and Mrs SEIBEL-EMMERLING.

- having regard to the need to ensure the balanced development of tourism, taking into account both the satisfaction of the tourist's needs and the protection of sites and monuments,
 - having regard to the scale of the damage caused by pollution from motor vehicle exhaust gases to monuments and sites which are of value in cultural terms and for the purposes of tourism,
 - having regard further to the growing awareness of the need to reduce the level of emission of pollution gases from motor vehicles, and welcoming the decisions taken to that end by the Council of Ministers,
 - having regard, finally, to the efforts undertaken at national and local level to develop tourist sites to meet both the needs of tourists and the need to protect their cultural heritage,
1. Considers that speed limits and traffic restrictions are appropriate to reduce the undesirable effects of pollution on sites and monuments;
 2. Considers that to be effective, such measures must be accompanied by campaigns to inform and increase awareness amongst tourists and drivers in general;
 3. Expects the Commission to take the points made above into account when it submits proposals to further the development of tourism in the Community.

Yours sincerely,
Winifred M. EWING

