

VI International Conference on European Traffic Policy

# **MOVING**International Road Safety Association e. V.

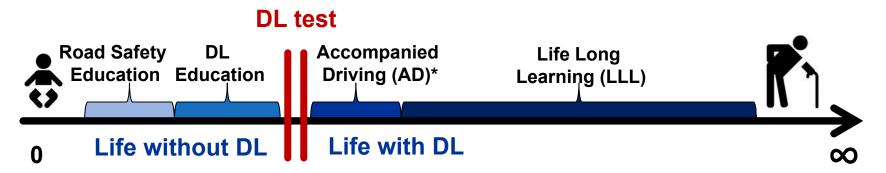
Efa Rimoldi



## **LLL / Life Long Learning**

International Road Safety Association e.V.

#### **Road Safety**



<sup>\*</sup> Different models in different countries: Europe, North America, Australia



#### Directive 2006/126/CE

International Road Safety Association e.V.

Describes the legal framework that Member States have adopted in their laws concerning the psychophysical requirements necessary for driving a vehicle.

Is it enough?

What is happening in Europe and how is the driving and psychological state of the driver viewed?

What about medicines that affect driving?

Is their intake regulated enough?

Who regulates it and how is it regulated?

Is the current legislation enough?



#### Directive 2006/126/CE

International Road Safety Association e.V.

Minimal standards regarding physical and mental fitness:

Group I (A and B drivers)
Group II (professionals)

#### Example Group I

- ✓ Germany, Austria, Belgium, Denmark, France and Ireland among others: eye exam and mandatory physical exam –if the physical and mental requirements are not met. Periodic exams not necessary.
- ✓ In Spain, Finland, Slovakia, Estonia, Hungary, Italy and Portugal general medical certificate, eye exam and regular check-ups.
- ✓ United Kingdom, the examiner performs the eye exam during the practical test.



### Directive 2006/126/CE

International Road Safety Association e.V.

Conclusion: the minimum requirements of the Directive are met

Is it enough?
How are the challenges of longevity and treatment of diseases met?
How can they be compatible with road safety?



There are some diseases which guarantee the right to drive; however its treatment –medication–may interfere with driving and thus with Road Safety.

Presence of psychoactive drugs.

Example: graph of the Catalan Road Safety Plan or General Traffic Directorate (DGT) yearbook. Growth in recent years.



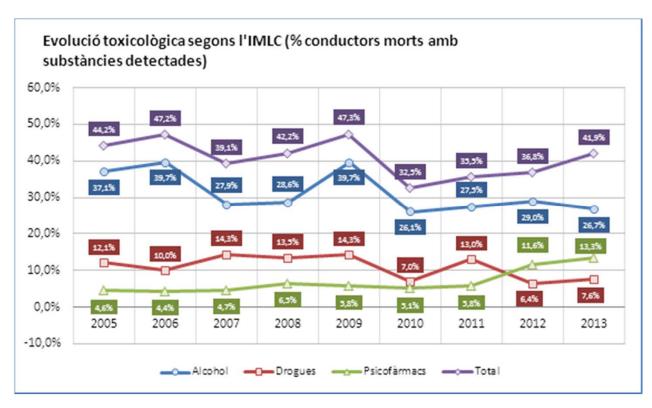
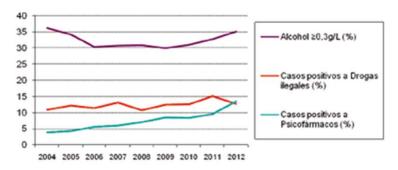




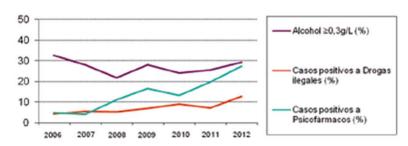


Figura 49. Evolución porcentual de los conductores fallecidos analizados con presencia de alcohol o drogas. Años 2004-2012. N=615. Fuente: INTCF



Fuente: Instituto Nacional de Taxicología y Oencias Forenses.

Figura 50. Evolución porcentual de los peatones fallecidos analizados con presencia de alcohol o drogas. Años 2006-2012. N=164. Fuente: INTCF



Fuente: Instituto Nacional de Taxicología y Ciencias Forenses.





You can't expect different results if you do the same thing over and over again.

Albert Einstein

¡Gracias por la atención! ¡Gràcies per l'atenció! Thank You for Your Attention!