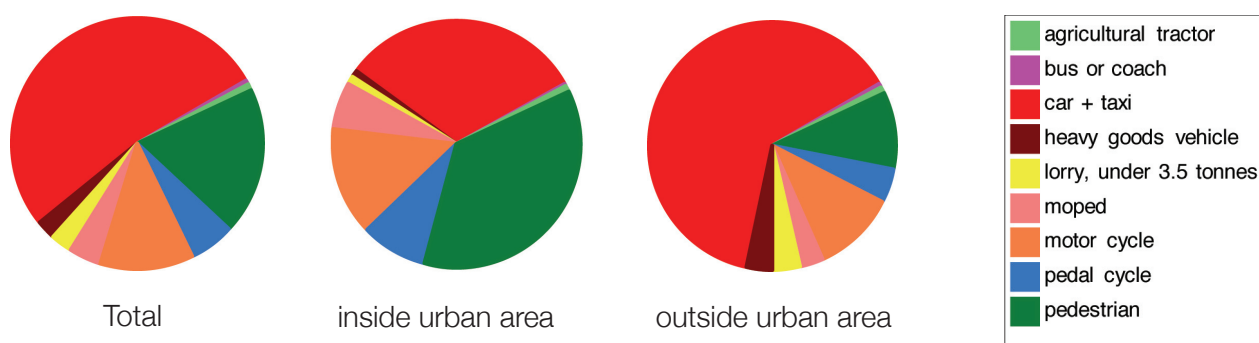


# Buses and coaches are safety champions

## European union

According to the latest available data provided by the EU Commission (April 2007), bus and coach transport is the safest road transport mode.

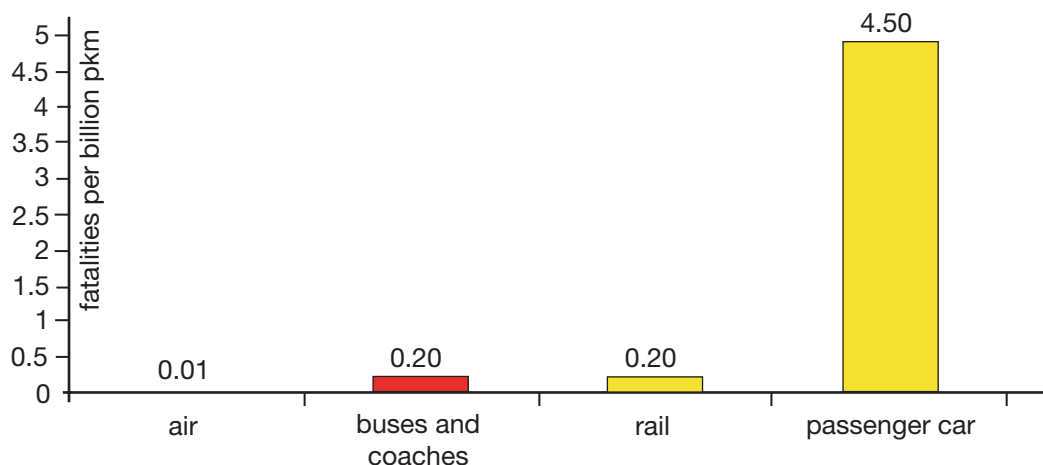
## Fatalities by transport mode in EU countries included in CARE<sup>1</sup>



Bus and coach transport is also one of the best performers of all transport modes within the EU. In 2003, bus and coach fatality rates were at 0.41 per 1 billion passenger-kilometres, versus 0.23 for rail, 0.43 for air transport and 5.95 for passenger cars.

In 2005, buses and coaches further improved their safety record by halving fatality rates to 0.20 per 1 billion passenger kilometres.

## Safety in passenger transport modes (EU, 2005)<sup>2</sup>



## Germany

In Germany, bus and coach transport have the lowest fatality rate (0.26 fatalities per 1 billion passenger-kilometres) of all passenger transport modes (air – 3.1, rail – 4.58, cars – 7.98).

## USA

Similar figures are reported in the USA, where the bus and coach fatality rate is the lowest - 0.4 fatalities per 100 million vehicle-miles. For passenger cars, the fatality rate is 3.5 times higher.

## Voluntary industry commitments in the field of road safety

True to its long-standing commitment, the bus and coach sector agreed to consolidate the numerous safety initiatives taken by the industry - such as the bus and coach safety programme, the driver's safety checklist - into an “IRU safety toolbox”, for broad distribution to bus, coach and taxi operators, via the international network of IRU national Member Associations. By disseminating the IRU's road safety “acquis” to every single company and professional driver, the industry aims at remaining, for the long term, the road safety champion that customers, public and private sectors can trust.



The 2005 IRU Bus and Coach Safety Programme, in particular, aims at strengthening technical requirements for vehicles to further improve the sector's already excellent road safety records, in areas such as fire prevention and vehicle evacuation. It also suggests a range of technical measures to improve equipment and its use - such as emergency lights and adaptive cruise control - introduce mandatory Electronic Stability Control (ESP) systems on buses and coaches, improve driver's vision, encourage the use of reverse assist systems and optimise the location of bus and coach equipment and accessories.

These technical requirements are accompanied by stringent voluntary safety requirements to be implemented by bus and coach operators on issues such as crews and passengers wearing seat-belts, crews adopting a healthy lifestyle and defensive driving techniques, enhanced safety training and awareness-raising, including customers', on social regulations.

