

Benchmarking of best practices at Members States' level

ASECAP
Prague, 1 March 2010

Introduction to ETSC

A science-based approach to road safety policy

- Bringing together 41 organisations from across Europe to promote science based transport safety measures at EU level.
- More than 200 experts contributing to ETSC's Reviews, Policy Papers, Newsletters, Positions, Press Releases, etc.
- 10 Secretariat staff members do their utmost to insert the knowledge of ETSC members and experts into EU transport safety policy-making
- The European Commission, member organisations, member states and corporate sponsors are funding our work.

ETSC Activities



Monitoring **EU transport safety policy**

Road Safety Performance Index (PIN) - Ranking EU countries' performances



Preventing **Drink Driving**

Praising Best Practice in **Road Safety 'At' Work and 'To' Work**



S·h·L·O·W!
Speed Programme

Roads to Respect:
Infrastructure Safety



Introduction to the PIN Programm

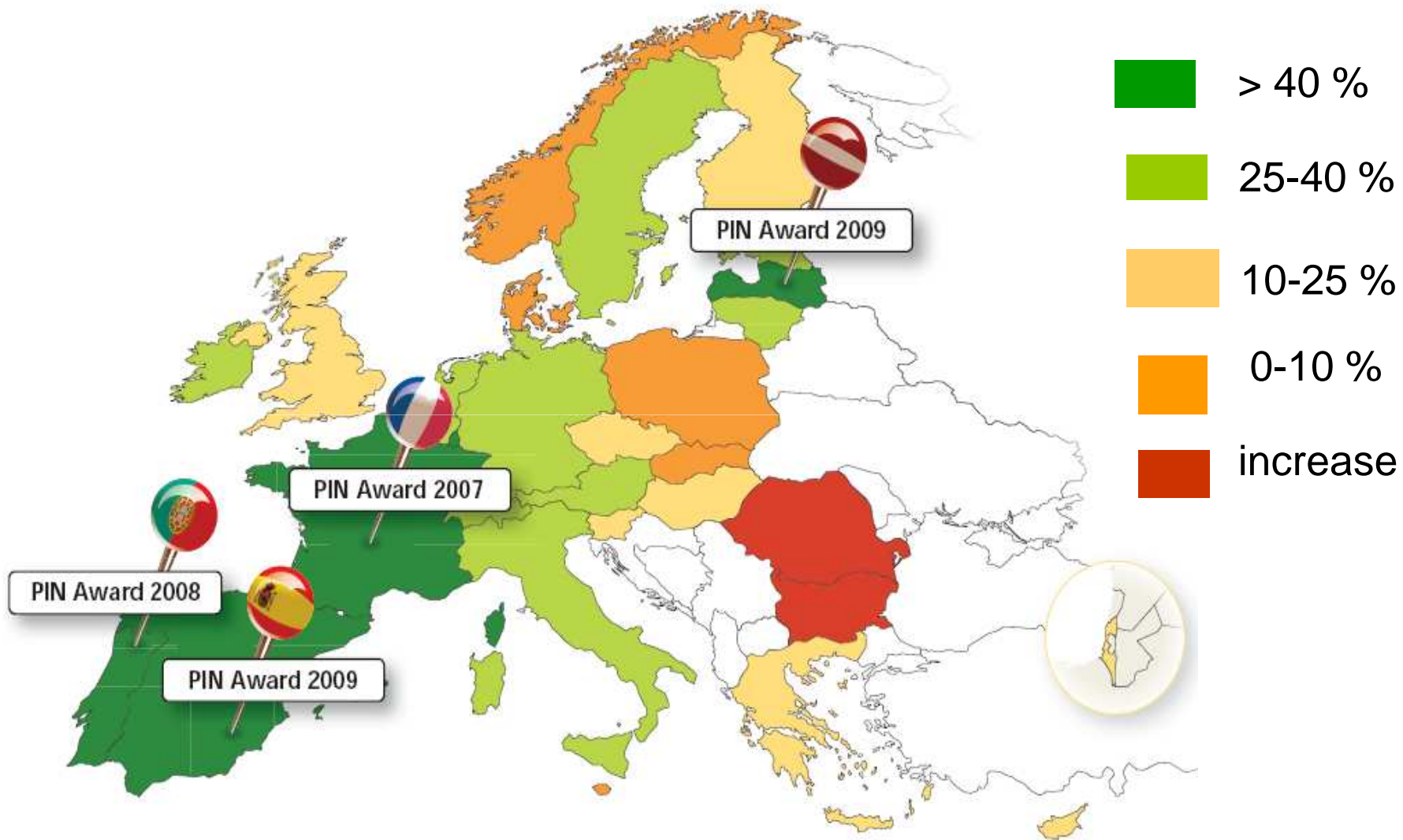


- Aims at **ranking** European countries' road safety performances to identify **achievements** and **shortcomings** and promote **best practice** across Europe
- Is working through a **Panel** including a well-placed expert in each of the participating countries: EU-27, Switzerland, Norway and Israel
- **Steering Committee** with members from the SUN countries, the European Commission, SafetyNet and PIN Sponsors

11 performance rankings so far

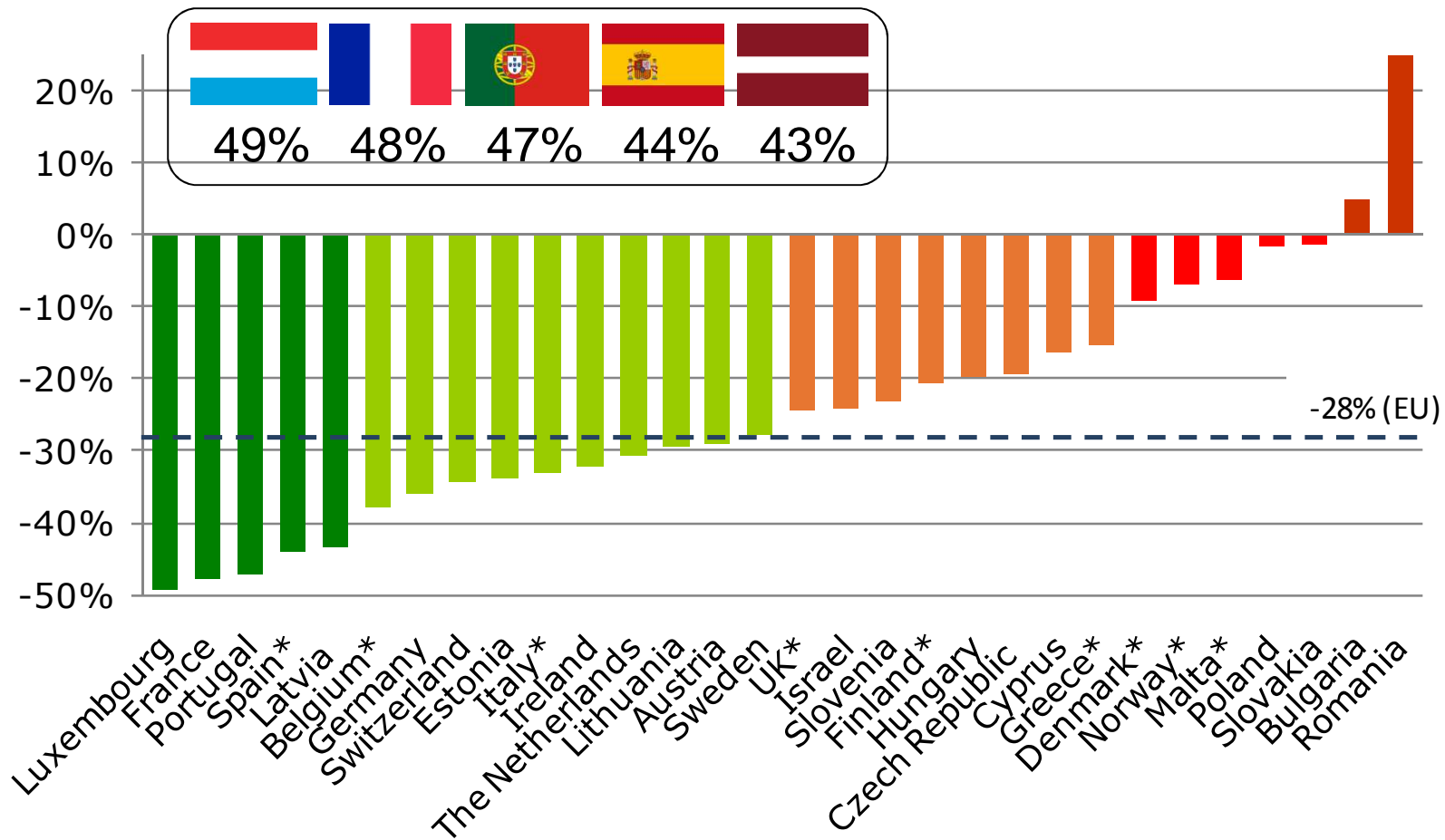
1. Progress toward the target (% reduction in road deaths)
2. Seat belt use
3. Deaths from drink driving
4. Driving speeds
5. Deaths among older road users
6. Deaths among children
7. Motorcycling deaths
8. Deaths on motorways
9. Deaths in capital cities
10. Car safety
11. Serious injuries

Reduction in road deaths 2001-2008



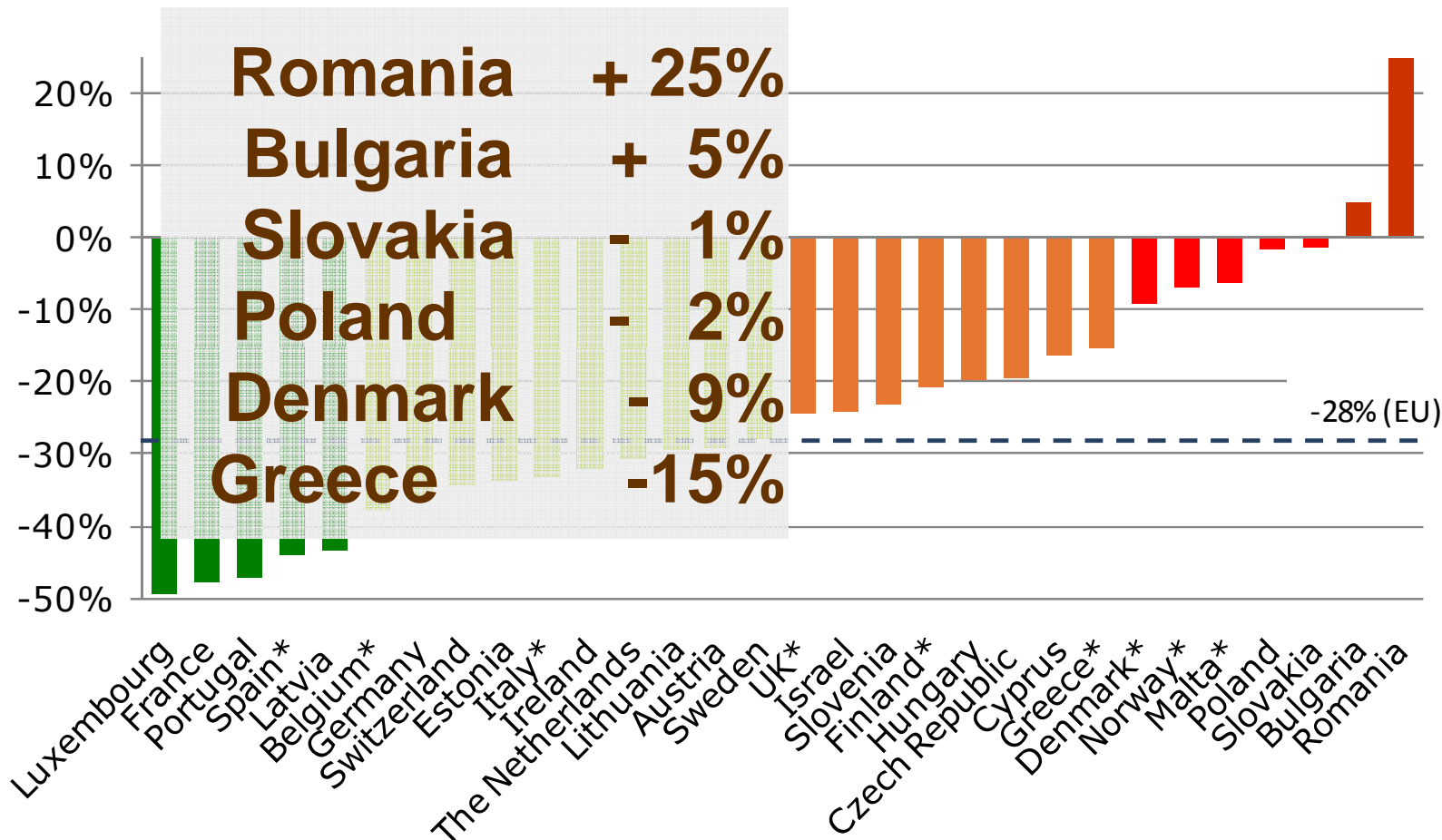
Best progress 2001 - 2008

Percentage change in road deaths between 2001 and 2008



Countries that are lagging behind

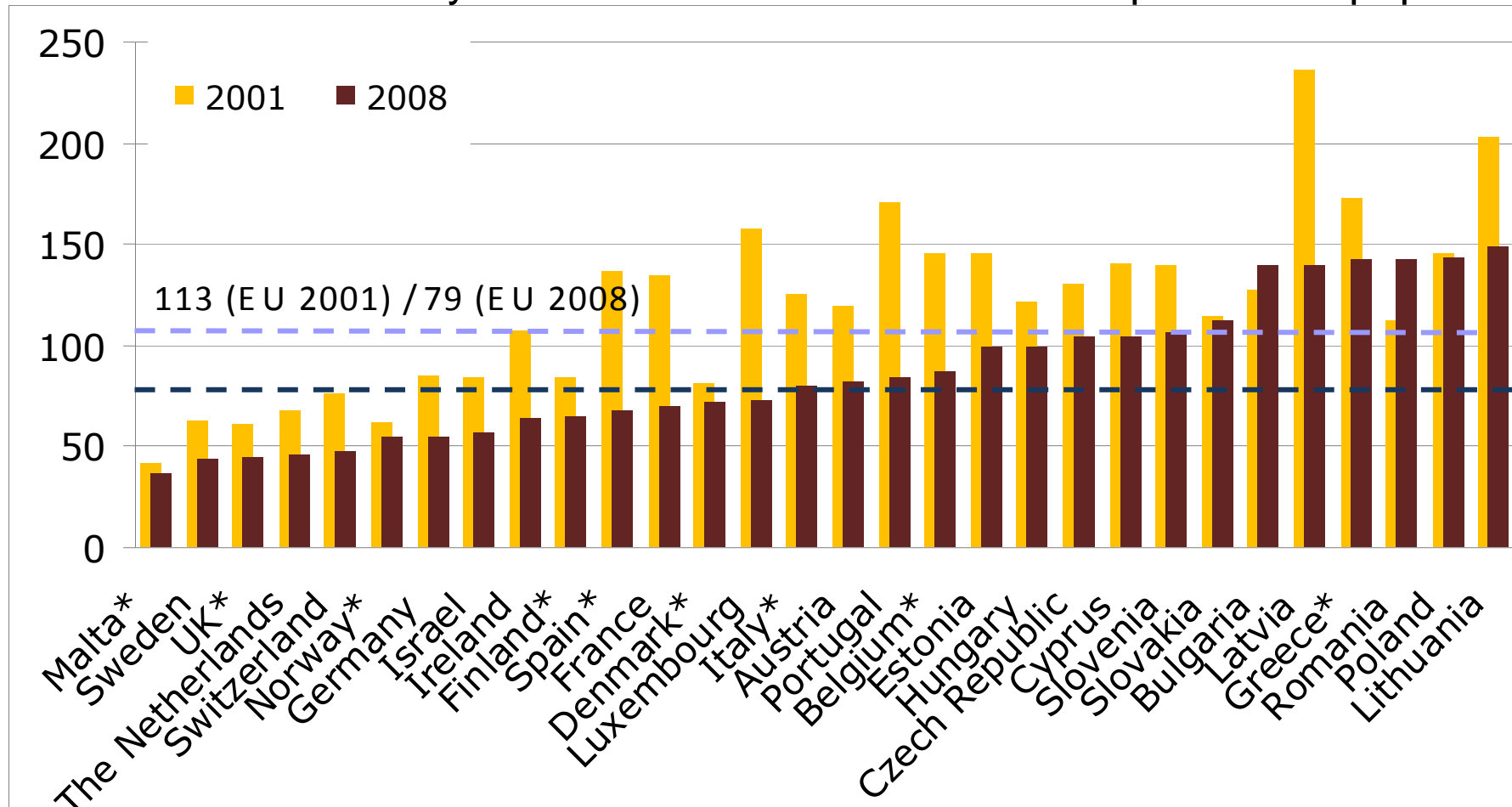
Percentage change in road deaths between 2001 and 2008



Road deaths per population

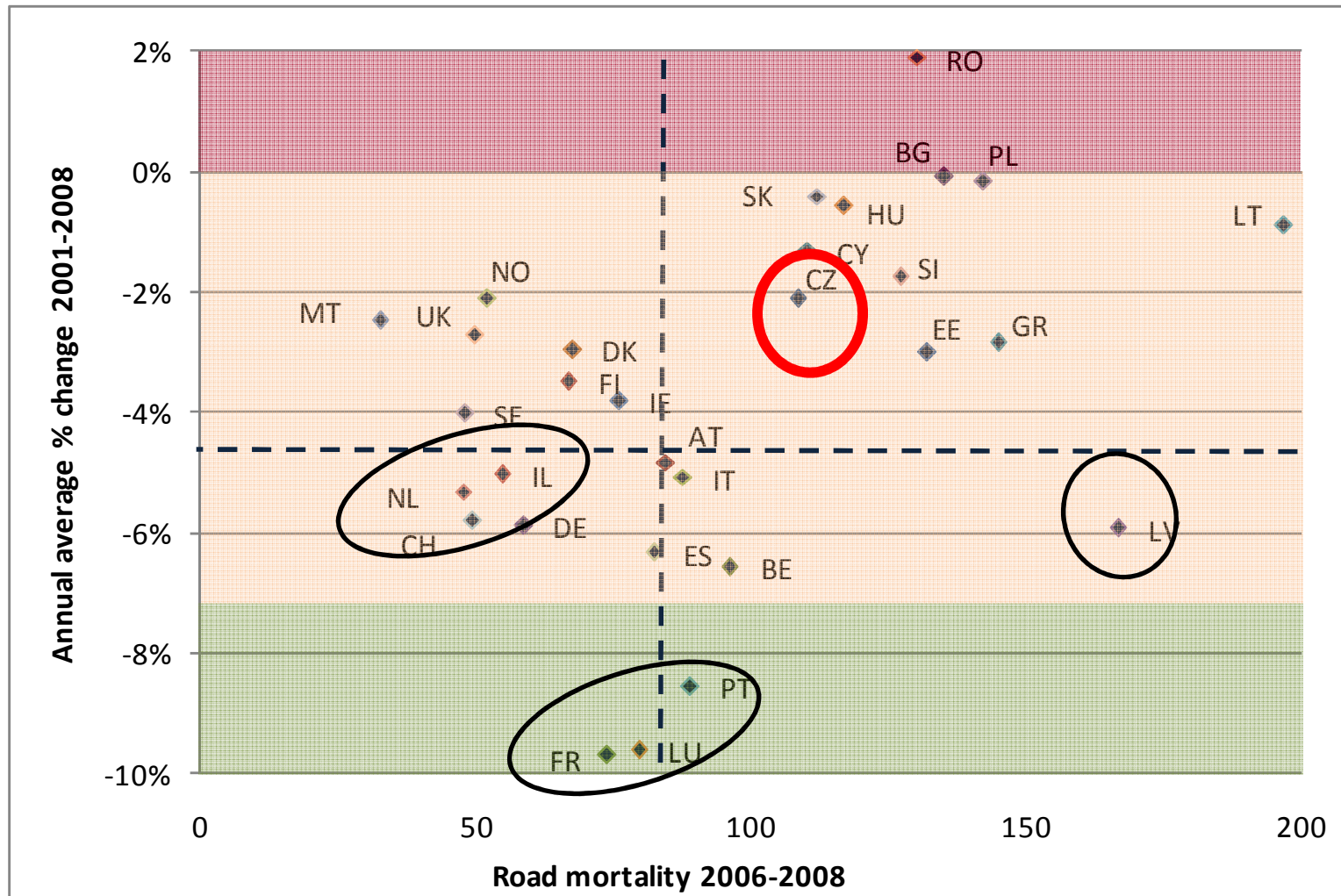
Still fourfold difference between Malta and Lithuania

But no more country with more than 150 road deaths per million population



Mortality vs. Reduction

Fast progress is possible whatever the starting point



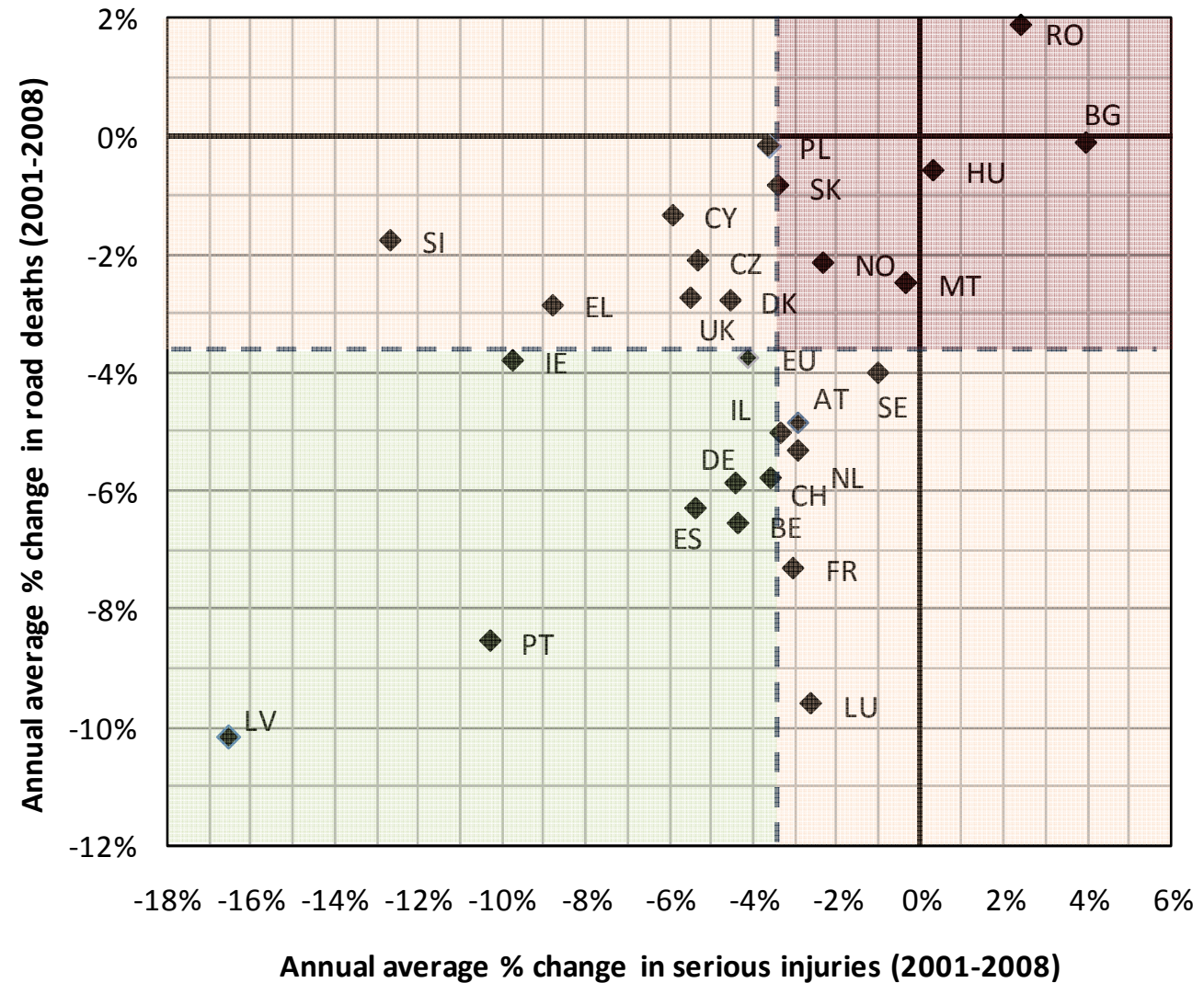
Reductions in SI & road deaths

EU

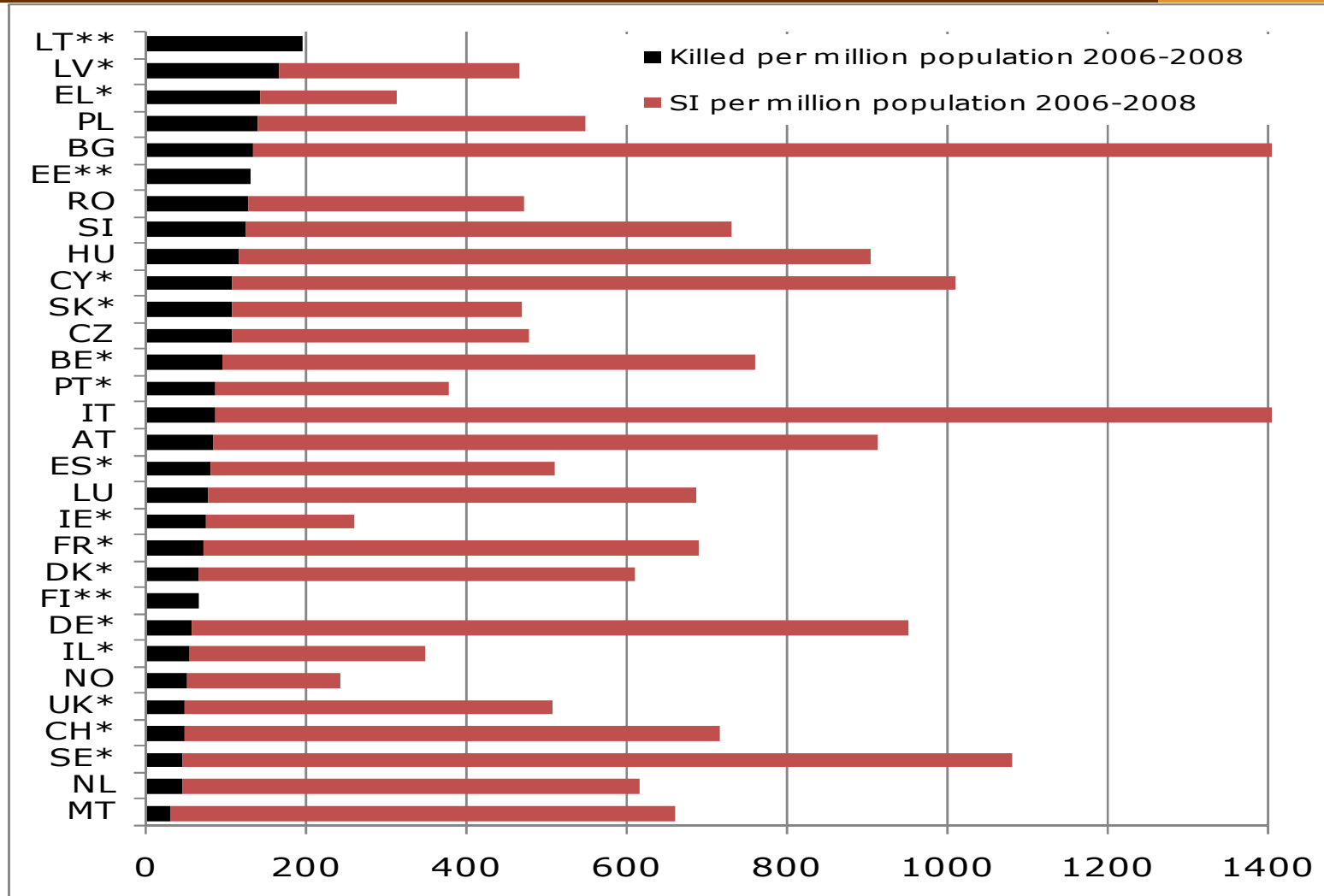
Annual reduction
over 2001-2008:

-3.3% reduction
in road deaths

-4.1% reduction
in serious injuries



KSI per million population



...Another indicator in the future?

To promote best practices

- Road safety on the political agenda

France, Spain

- Road safety management

France, Estonia, Sweden

- Automatic speed enforcement

France, the Netherlands, Italy (TUTOR)...

- Drink driving enforcement, random breath testing, lowering BAC limit

Ireland, Switzerland, Finland

- Penalty point systems

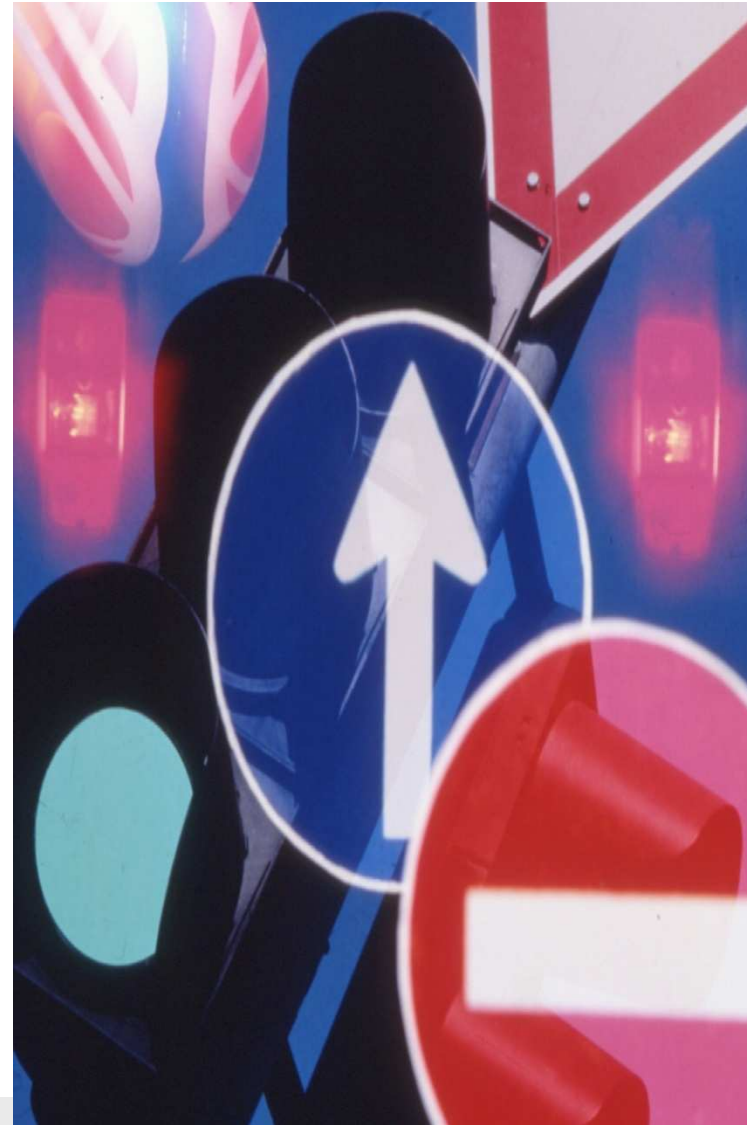
Spain, Latvia,...

- Road safety communication

France, Spain

Which way to 2020?

ETSC's Contribution to the 4th Road Safety Action Programme



What vision for the EU?

*“Every citizen has a fundamental right **to**, and responsibility **for**, road traffic safety.*

This right and responsibility serves to protect citizens from the loss of life and health caused by road traffic.”

Tylösand Declaration, Sweden 2007

5th World Conference on Injury Prevention, Delhi 2000

New Targets for 2010 - 2020

40% reduction of deaths
40% reduction of serious injuries

Only possible with EXTRA efforts and implementation of new measures.

Why new targets for 2020?

- **Research** from across the globe shows that improvements in road safety will only be brought about by adopting a more **rational, systematic** management approach.
- The **best performing Member States** in road safety have used numerical targets in their strategies for many years.
- The **reduction** reached in this decade (when the EU had a target) is **far most significant** compared to previous decades
- Long term road safety visions need interim numerical targets to be realised.
- Targets **motivate** stakeholders to act and help stakeholders responsible for the road transport system be **accountable**.
- A shared target at EU level provides a **stimulus** for EU actions in areas where the Union has exclusive responsibilities for road safety, and for shared activity with Member States on the other aspects.

The EU should show the way

- Moscow Declaration: importance of setting ambitious yet achievable road traffic casualty reduction targets in the framework of a safe systems approach.
- The EU is still considered as one of the global leaders in road safety. Having adopted a target for the last decade, and not setting one for the next decade would diminish its credibility. As a consequence, the EU would risk leaving the global road safety mainstream.
- A shared EU target is helpful for countries to guide them in setting up their national targets and align their national efforts with the European one.
- The EU has a clear responsibility in guaranteeing a high and uniform level of safety on the European roads.

Which priorities are

Priority areas

- Speed
- Alcohol and Drugs
- Seat Belt and Child Restraints
- Road design and management
- Vehicle Safety

Priority road users

- PTW
- Pedestrians and cyclists
 - Novice drivers
- Ageing drivers

Find out more...

- Safety Monitor
- Drink Driving Monitor
- Speed Monitor
- Reviews & Policy Papers
- Fact Sheets

www.etsc.eu

