

Deploying Road Safety in Europe

➔ A safe journey into 2020

ASECAP 2011 Road Safety Event
A Safe Journey in Europe
1 March 2011
Athens

Introduction to ETSC

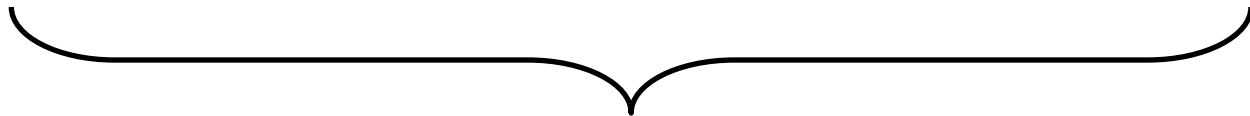
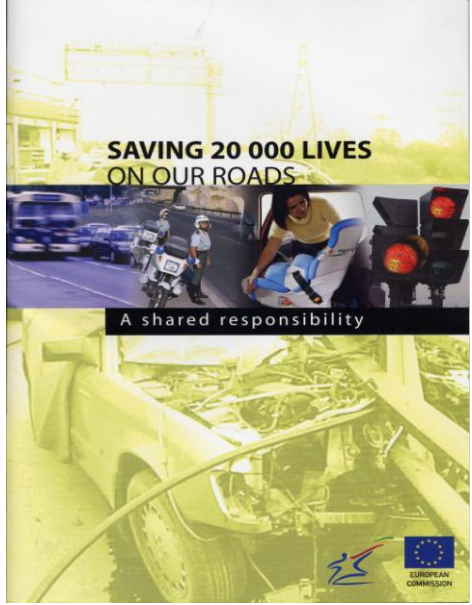
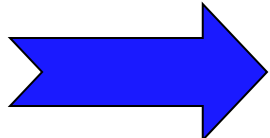
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ETSC is a Brussels-based independent non-profit making organisation dedicated to reducing the numbers of deaths and injuries in transport in Europe

- ➔ Promoting an independent science-based approach to road safety policy
- ➔ Supported in our work by 43 member organisations across Europe
- ➔ Funded by our members, the European Commission and corporate sponsors
- ➔ Bringing together practitioners, researchers, policy-makers and parliamentarians from across the whole of the EU
- ➔ Activities: Policy and Projects (Road Safety PIN; PRAISE, R2R, STARS,...)

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EU Strategy & Ambition 2001-2010







EU target to cut by 50% yearly road deaths between 2001 and 2010



Percentage change in road deaths 01-09

Road Safety Performance Index



			
-54%	-52%	-50%	-50%

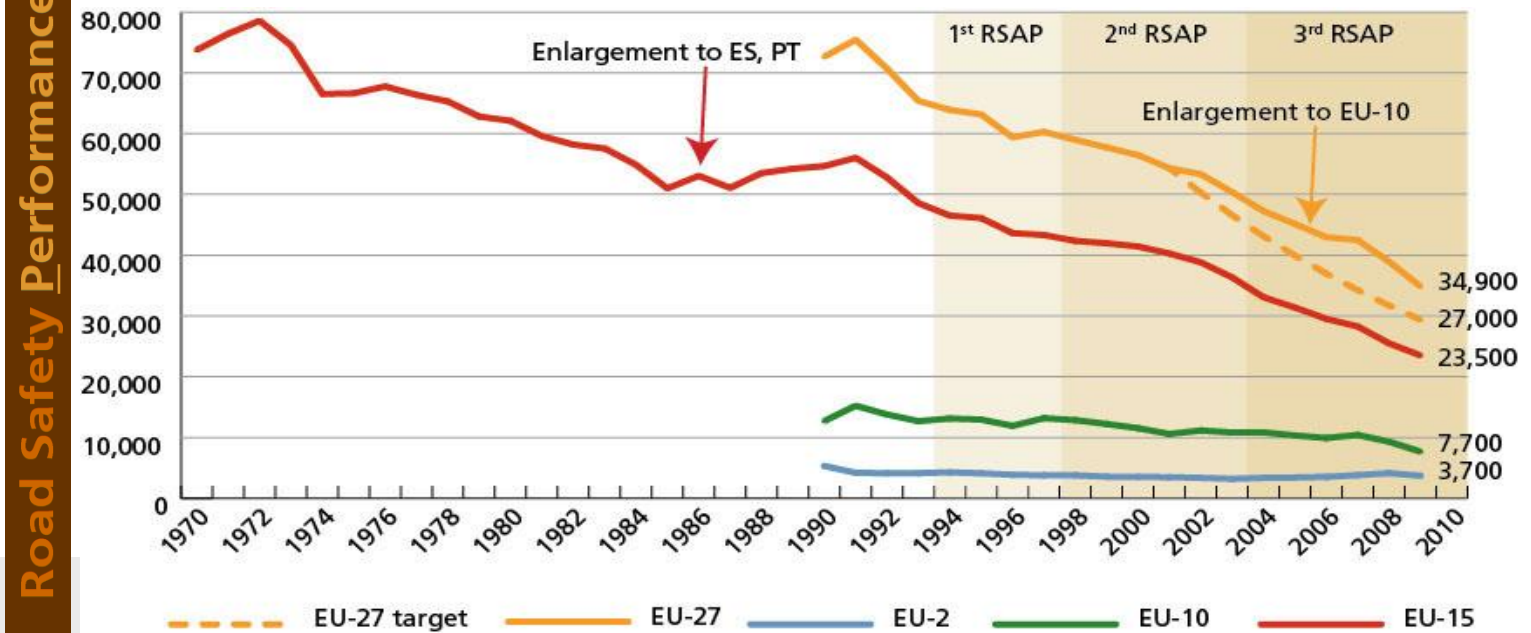


*Provisional or estimated

The impact of the EU Target & Action Programme

Reductions in the number of deaths have been much higher in 2001–2009 than in three preceding decades:

Period	EU-15 countries		EU-10 countries	
	Reduction	Annual average reduction	Reduction	Annual average reduction
1971-1980	19%	2.4%	n/a	n/a
1981-1990	8%	1.7%	n/a	n/a
1991-2000	22%	4.0%	18%	1.5%
2001-2009	42%	6.3%	27%	2.0%

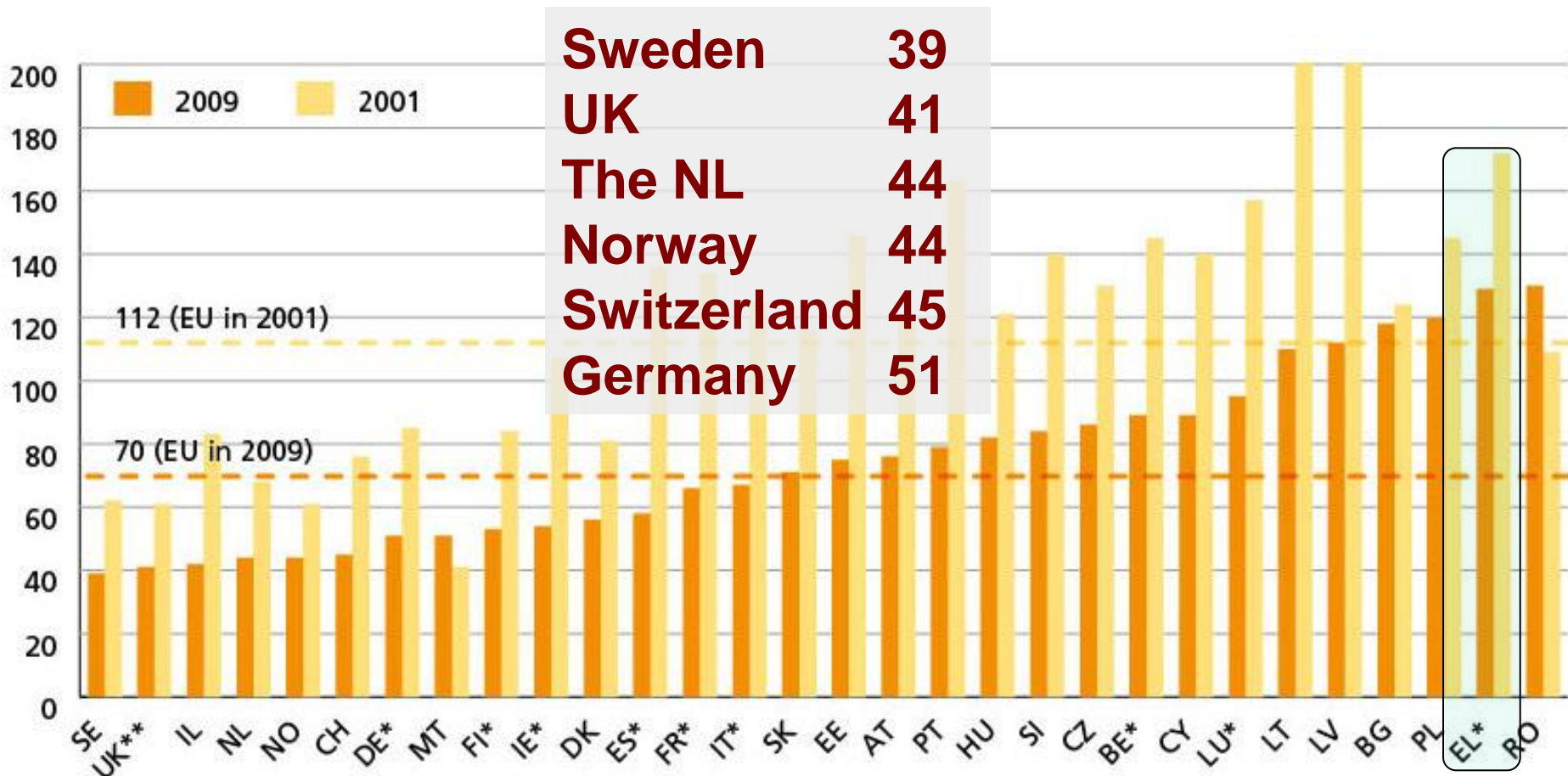


Road deaths per population

2009 Vs. 2001

Good progress since 2001

In 2009 no more country with more than 130 road deaths per million population



Road (un-)safety in Europe

- ▶ Around **35,000** deaths in the EU in 2009
- ▶ Around **1.7 million** injured people recorded by police, among them: **300,000** seriously injured
- ▶ EU Socio-economic cost: **€ 200 billion**



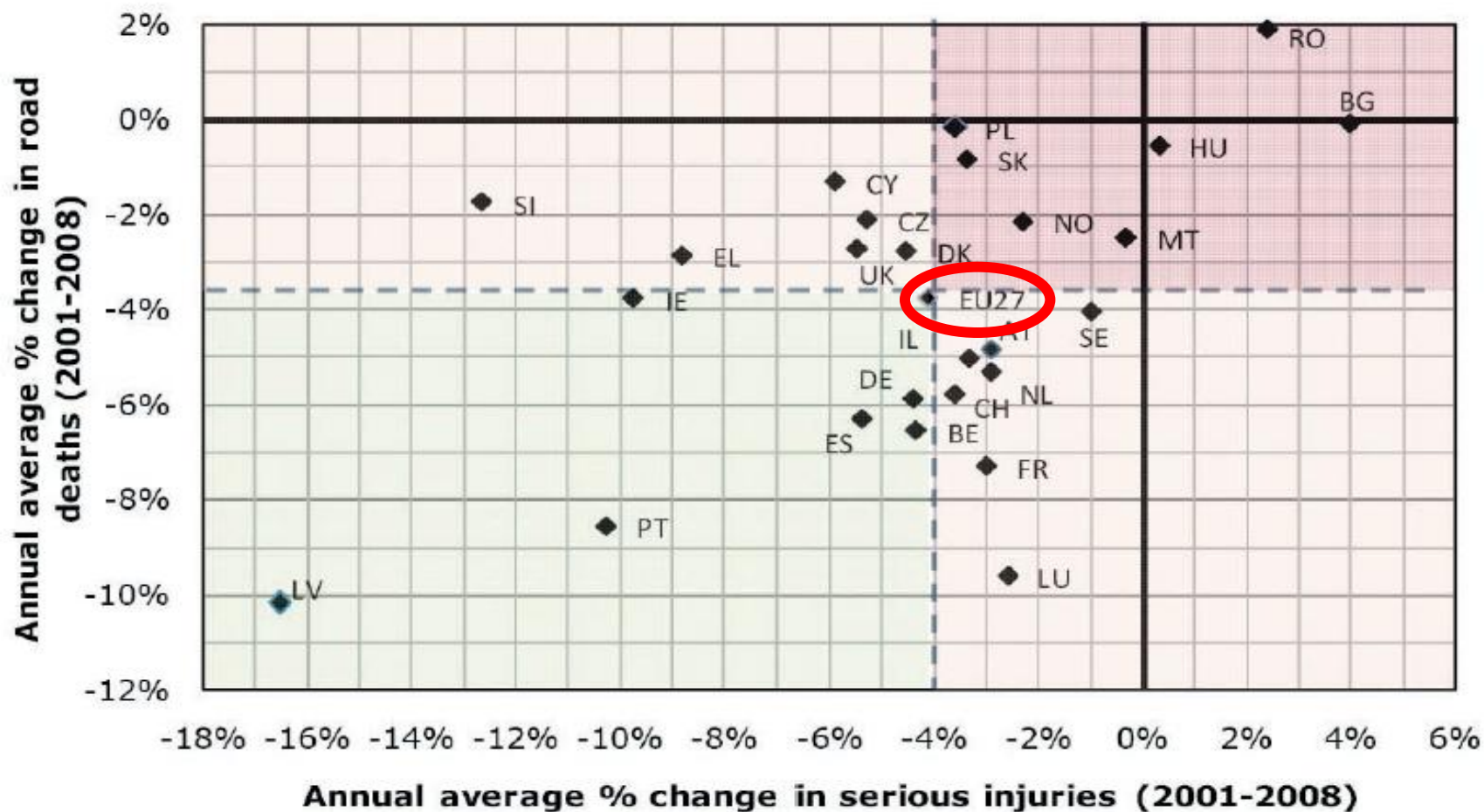
Policy orientations - Target(s)

- ① 50% reduction of road deaths by 2020
- ② As soon as sufficient progress has been made in order to have a common definition on **serious injuries**, the EC will propose to add a common “injuries reduction target”

ETSC recommendations:

- ➔ **Ambitious and achievable target for road deaths.**
- ➔ **Dual approach** on Serious injuries:
 - (a) EU to strongly encourage Member States to adopt a EU common definition of slight and serious injuries.
 - (b) Member States aiming for a **40% reduction of serious injuries (using their own definition)**.

Progress in reducing Road deaths & Serious injuries



EU: -3.3% road deaths ; -4.1% serious injuries

Road Safety Performance Index

The three main killers on EU roads



☠ Inappropriate or excessive **speed**

*More than **2,200** road deaths could be prevented each year if average speeds dropped by only **1km/h** on all roads across the EU.*



☠ Driving under the influence of **alcohol**

? **alcohol&drugs / drugs**

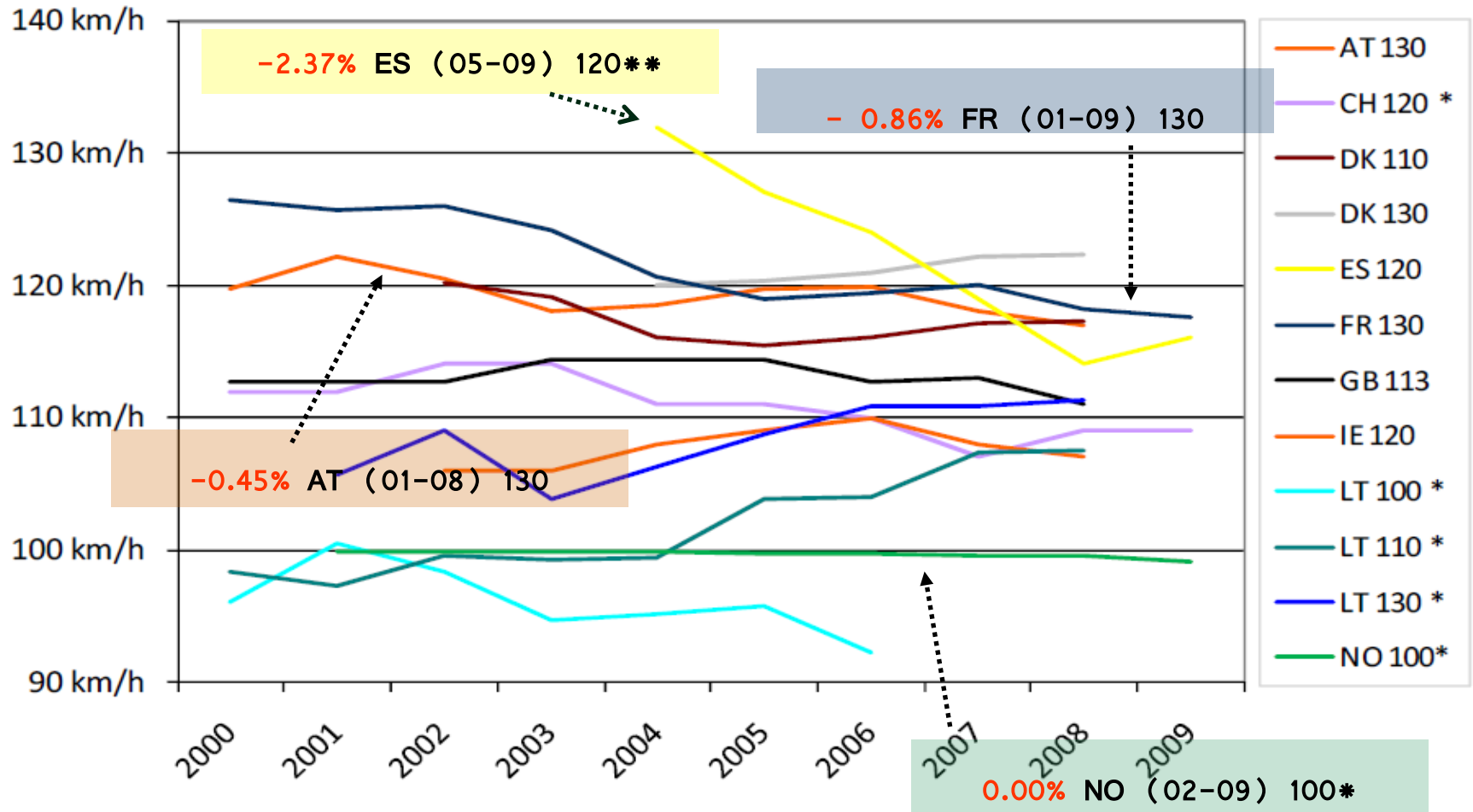
*At least **3,500** deaths could have been prevented if accident-involved drivers reported to be driving over the limit had been sober.*

☠ Fail to wear **seat belts**

*Around **12,400** car occupants survived serious crashes in 2009 because they wore a seat belt. Another **2,500** deaths could have been prevented if **99%** of occupant had been wearing a seat belt.*

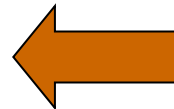
Progress in reducing speed

Mean speed of cars and vans on **motorways** and yearly average % change in mean speed in some European countries.



Levels of enforcement

Country	Code	Yearly speed tickets per thousand population		
		2006	2007	2008
The Netherlands	NL	543	595	558
Austria	AT	327	458	456
Switzerland	CH	350	335	n/a
France	FR	114	127	138
Cyprus	CY	87	165	137
Slovenia	SI	n/a	n/a	72
Norway	NO	52	52	51
Romania	RO	n/a	n/a	
Finland	FI	38	42	
Latvia	LV	41	45	
Denmark	DK	47	48	
Spain	ES	17	27	
Luxembourg	LU	48	49	
Ireland	IE	n/a	45	
Poland	PL	28	32	
Greece	EL	34	32	
Israel	IL	22	22	
Hungary	HU	17	16	
Sweden	SE	21	24	
Slovakia	SK	25	21	
Italy	IT	23	25	
Bulgaria	BG	13	18	
Czech Republic	CZ	30	21	
Lithuania	LT	18	20	
Portugal	PT	9	n/a	



Speed – Yearly speed tickets per 1,000 pop.



Alcohol – Roadside police tests per 1,000 pop.

Country	Code	2006		2007		2008	
		Roadside police tests per 1000 population	Percentage above legal limit	Roadside police tests per 1000 population	Percentage above legal limit	Roadside police tests per 1000 population	Percentage above legal limit
Finland	FI	n/a	n/a	318	1.6%	385	1.3%
Norway	NO	n/a	n/a	n/a	n/a	338	n/a
Sweden	SE	264	0.9%	292	0.8%	287	0.8%
Slovenia	SI	162	8.0%	191	7.3%	200	5.8%
France	FR	186	3.2%	182	3.3%	190	3.3%
Cyprus	CY	90	6.2%	149	6.8%	182	5.9%
Greece	EL	118	3.4%	143	2.9%	135	3.1%
Hungary	HU	144	2.9%	143	3.2%	130	3.1%
Ireland	IE	n/a	n/a	113	4.1%	128	3.2%
Spain	ES	88	2.5%	96	2.2%	112	1.8%
Estonia	EE	76	0.9%	68	1.0%	95	1.1%
Austria	AT	56	9.4%	77	7.0%	87	5.8%
Israel	IL	4	16.5%	24	5.1%	69	2.2%
Portugal	PT	48	7.3%	56	5.6%	63	5.9%
Poland	PL	n/a	n/a	n/a	n/a	47	9.5%
Lithuania	LT	31	1.4%	34	1.6%	40	1.7%
Denmark	DK	n/a	n/a	n/a	n/a	36	n/a
Italy	IT	4	n/a	12	n/a	23	n/a
Great Britain	GB	10	17.4%	10	16.3%	NA	n/a

Section Control

- ➔ Being used in: **Netherlands, UK, Austria, Italy, Australia**
- ➔ Tried in more countries incl. **France, Finland, Norway**
- ➔ Evaluation studies show mean speeds reduced to the posted speed limit or below, reductions in deaths and serious injuries.
- ➔ Evidence of additional benefits: improvements in traffic flow, reduction in traffic noise and vehicle emissions.
- ➔ High levels of public acceptance: a fair approach to speed enforcement.



Source: ETSC Fact Sheet 2009

Infrastructure

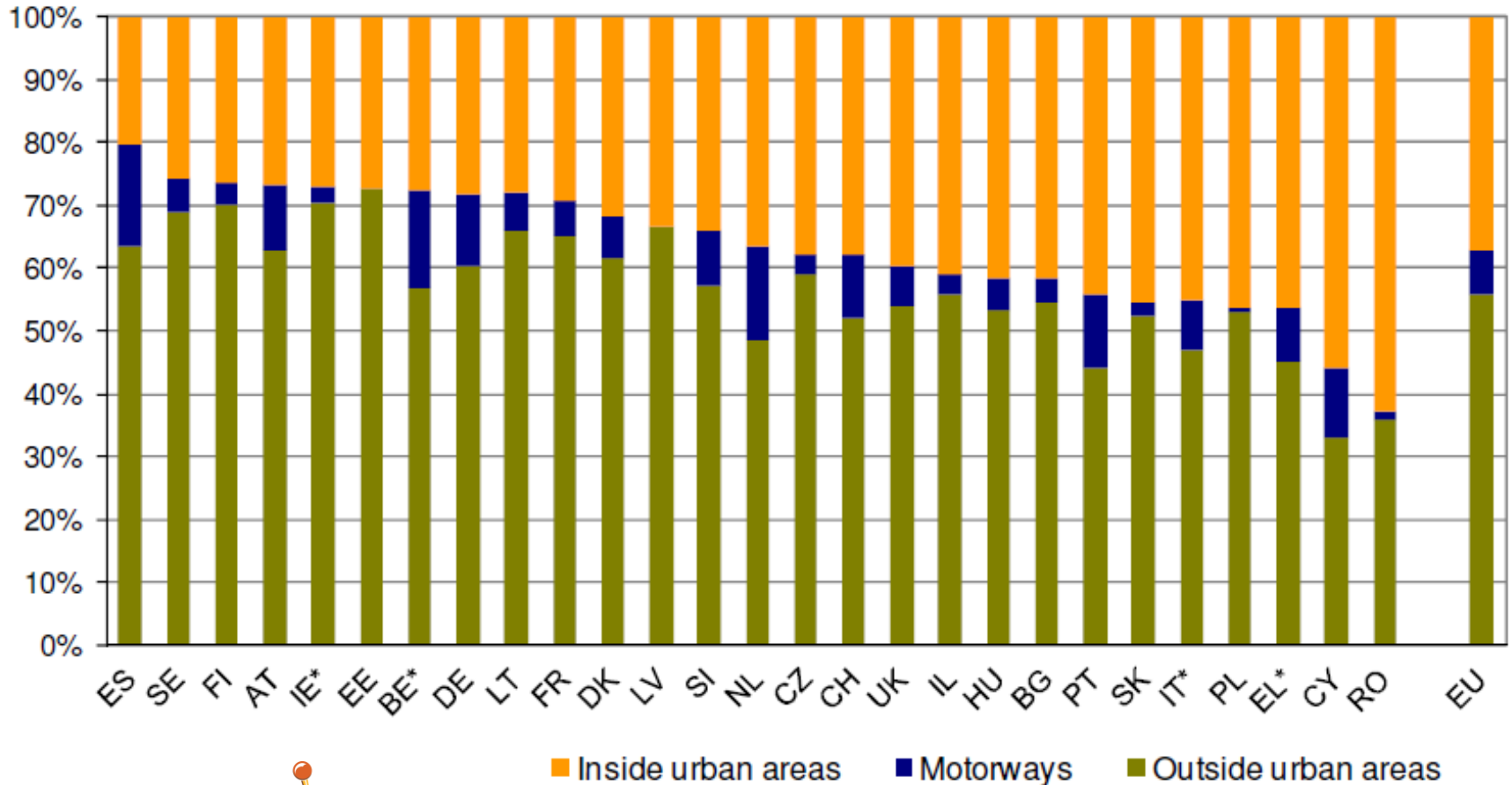


- European funds will only be granted to infrastructure compliant with road safety and tunnel safety Directives. This is already the case for TEN-T funding, the Commission wants to extend it as a general principle for any EU funding, for example cohesion funding.
- Examine extending the principles of existing EU legislation on infrastructure safety management to rural roads of Member States. This legislation requires that safety requirements be taken into account the planning process, pre-design and design stage when infrastructure is being developed. It also requires safety audits for infrastructure, identification of black spots and inspections. Extending these principles to rural roads could be done on the basis of exchange of best practice by Member States.

ETSC recommendations:

- ➔ Improve safety on whole motorway network and roads outside and inside urban area
- ➔ Technical Guidelines for High Risk Sites
- ➔ Guidelines for traffic calming
- ➔ Promote “self explaining” roads and forgiving roadsides

Rural roads - particularly risky



Percentage share of road deaths per road type (2007-2009 average) ranked by the percentage share of road deaths on rural roads and motorways taken together.

*BE, EL, IE, IT (2001-2008). ** ES: motorways include motorways and Autovia

Thank you very much for your attention!

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PRAISE Country Seminar 3
Athens, 17th of March, 2011, 12:00-18:00

ETSC and the Road Safety Institute "Panos Mylonas" invite you to the latest country seminar dedicated to the topic of improving transport fleet safety in Greece. The country seminar is part of a PRAISE series bringing together companies, fleet safety managers, decision-makers and road safety experts.

For further information and registration, please click [here](#)

New on ETSC

25 January 2011
Position Papers **ETSC Position on the Proposal for a Regulation on L-category vehicles** [Read more...](#)

24 January 2011
Position Papers **ETSC Position on Cross Border Enforcement Directive January 2011** [Read more...](#)

21 January 2011
Fact Sheets **Drink Driving in Belgium** [Read more...](#)



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