Benchmarking of best practices at Members States’ level

ASECAP
Prague, 1 March 2010
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

ShWW! Speed Programme

R2R Roads to Respect: Infrastructure Safety

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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

- > 40%
- 25-40%
- 10-25%
- 0-10%
- Increase
Best progress 2001 - 2008

Percentage change in road deaths between 2001 and 2008

Luxembourg, France, Portugal, Spain, Latvia, Belgium, Germany, Switzerland, Estonia, Italy, Ireland, Lithuania, Austria, Sweden, UK, Israel, Slovenia, Finland, Hungary, Greece, Denmark, Norway, Malta, Poland, Slovakia, Bulgaria, Romania

49% 48% 47% 44% 43%
Countries that are lagging behind

Percentage change in road deaths between 2001 and 2008

- Romania + 25%
- Bulgaria + 5%
- Slovakia - 1%
- Poland - 2%
- Denmark - 9%
- Greece - 15%

-28% (EU)
Still fourfold difference between Malta and Lithuania
But no more country with more than 150 road deaths per million population

113 (EU 2001) / 79 (EU 2008)

Road deaths per population

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European Transport Safety Council
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

Annual average % change in road deaths (2001-2008)

Annual average % change in serious injuries (2001-2008)
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 aread

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

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