1st Road Safety PIN Conference

Traffic safety in the first half of the 10-year plan – PIN Annual Report

Franziska Achterberg, ETSC

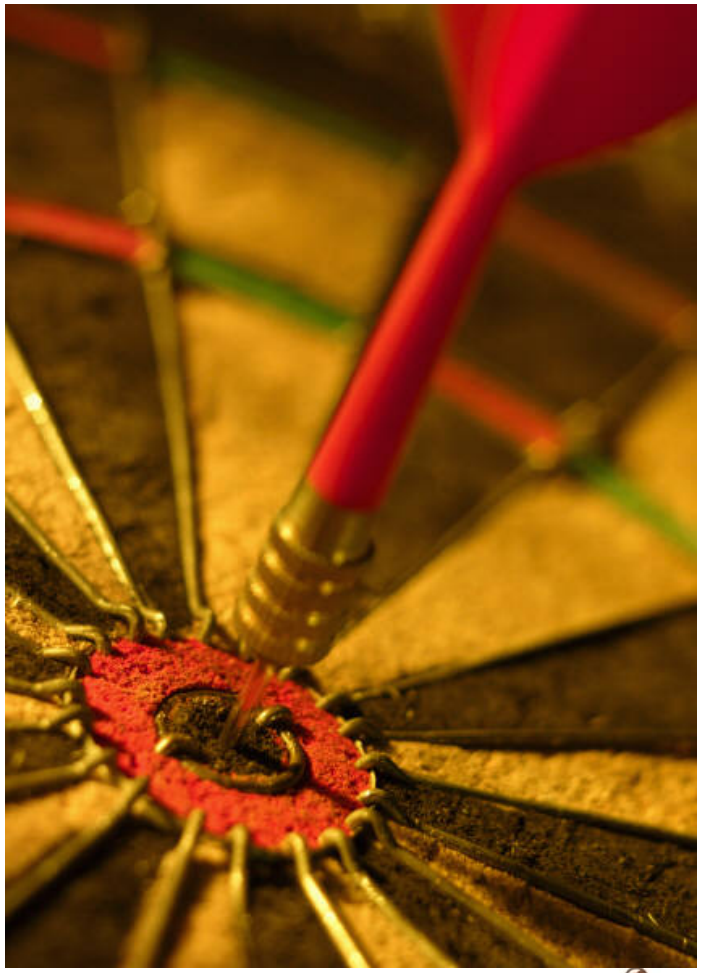
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EU ambition

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

Countries have similar **national targets**

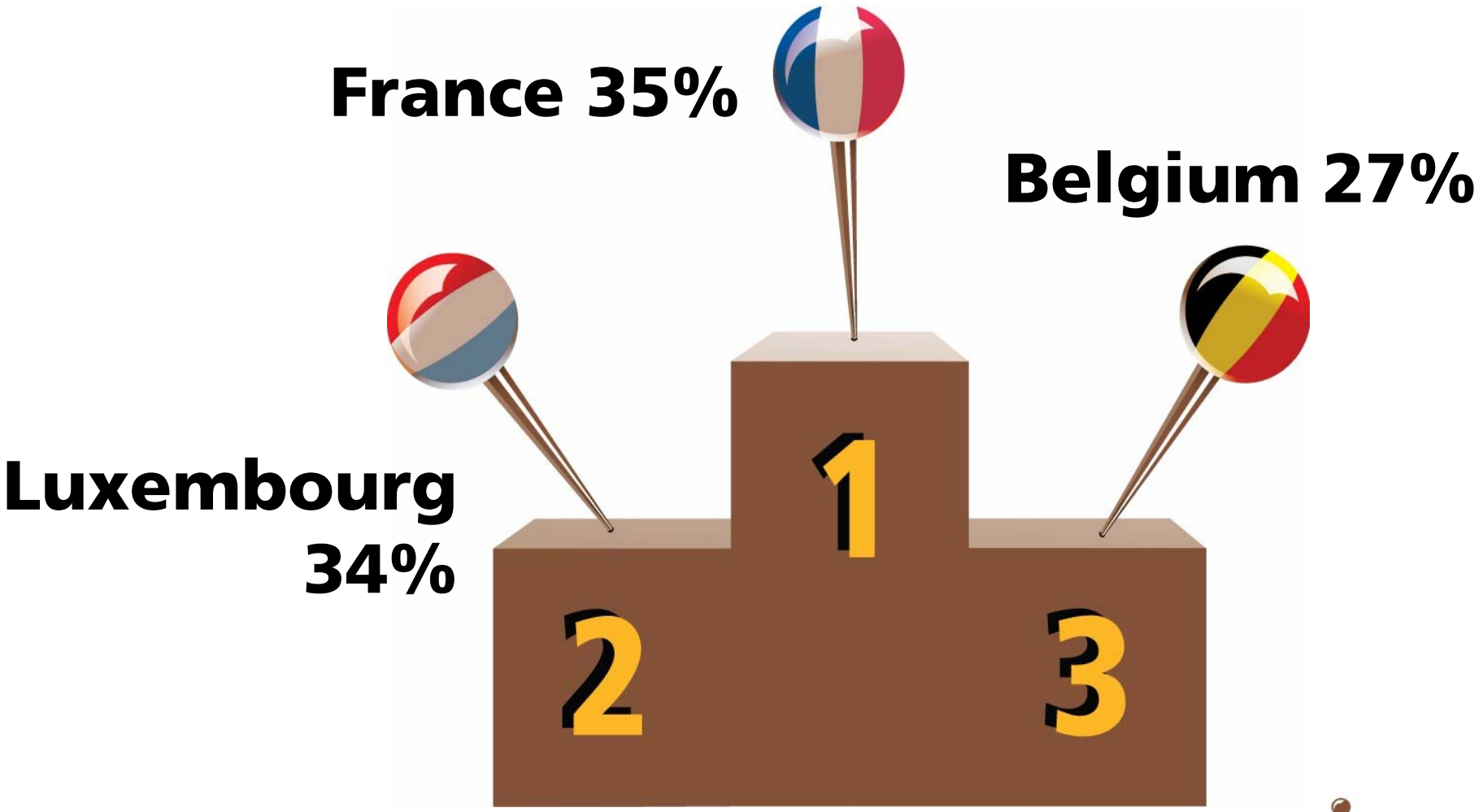
Commission review has shown that EU is off its 2010 target



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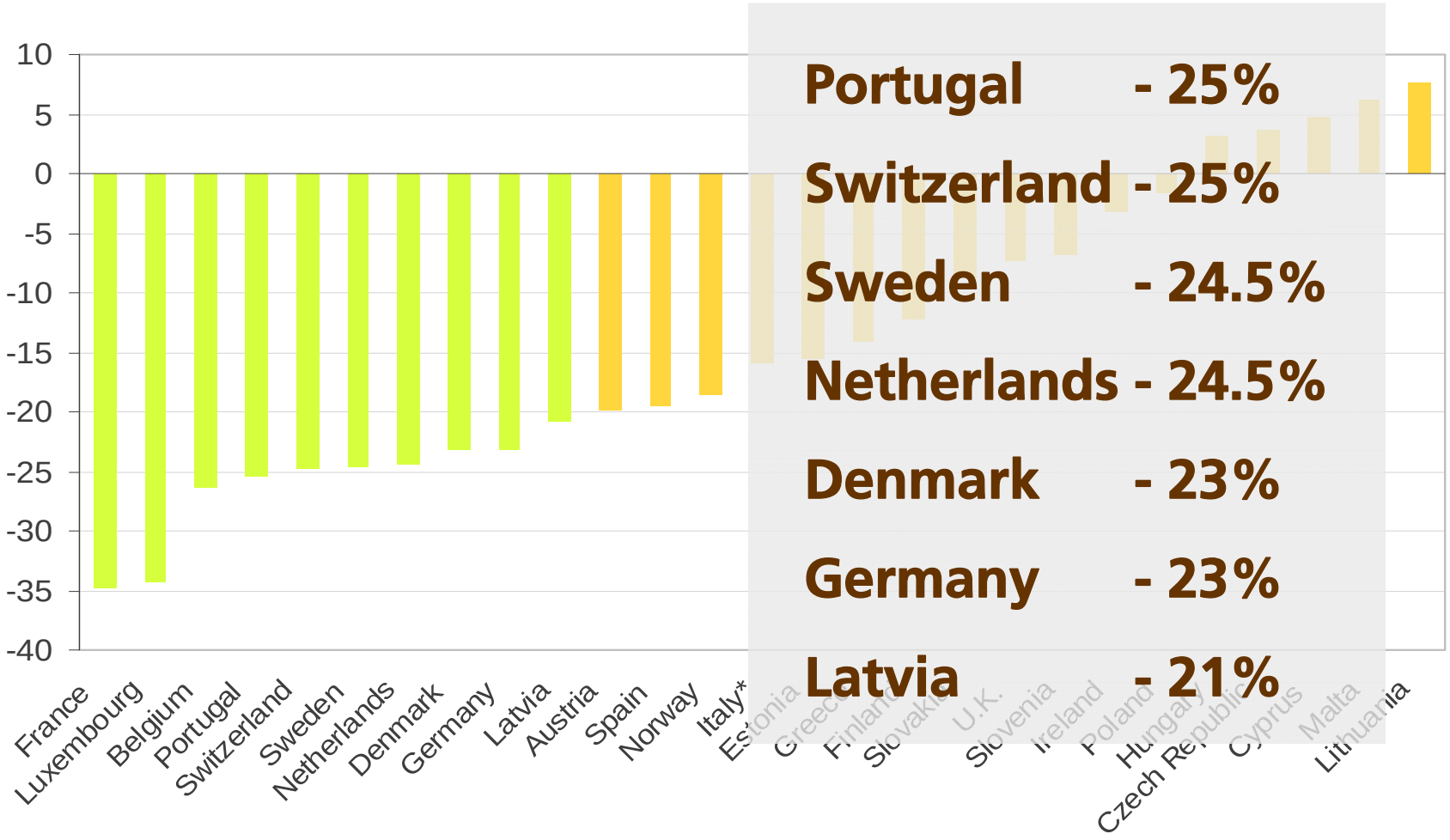
Reduction in road deaths 2001-2005



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Reductions of more than 20%

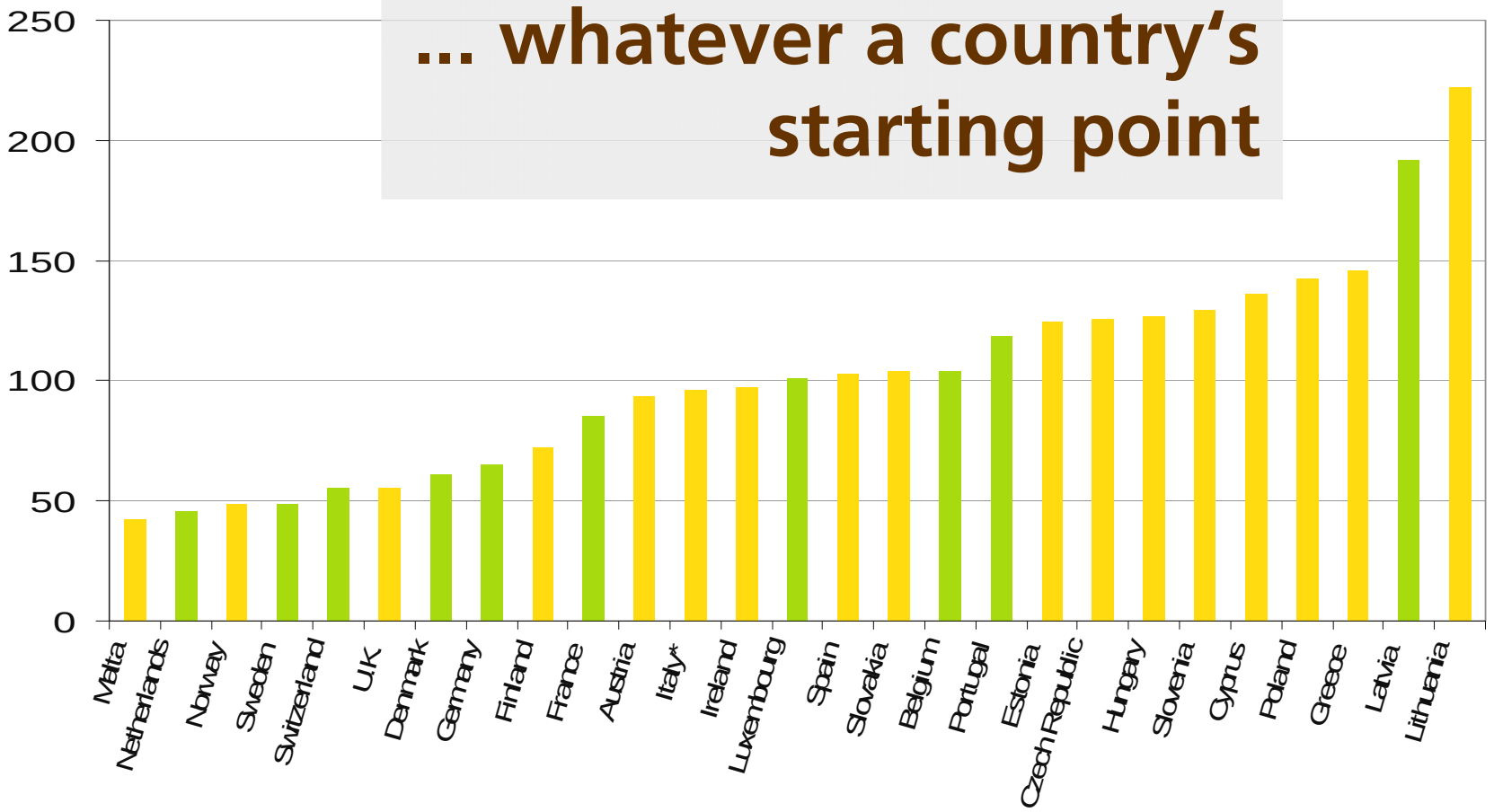


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Fast progress is possible...

... whatever a country's starting point



Road deaths per million population 2005

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Drink driving

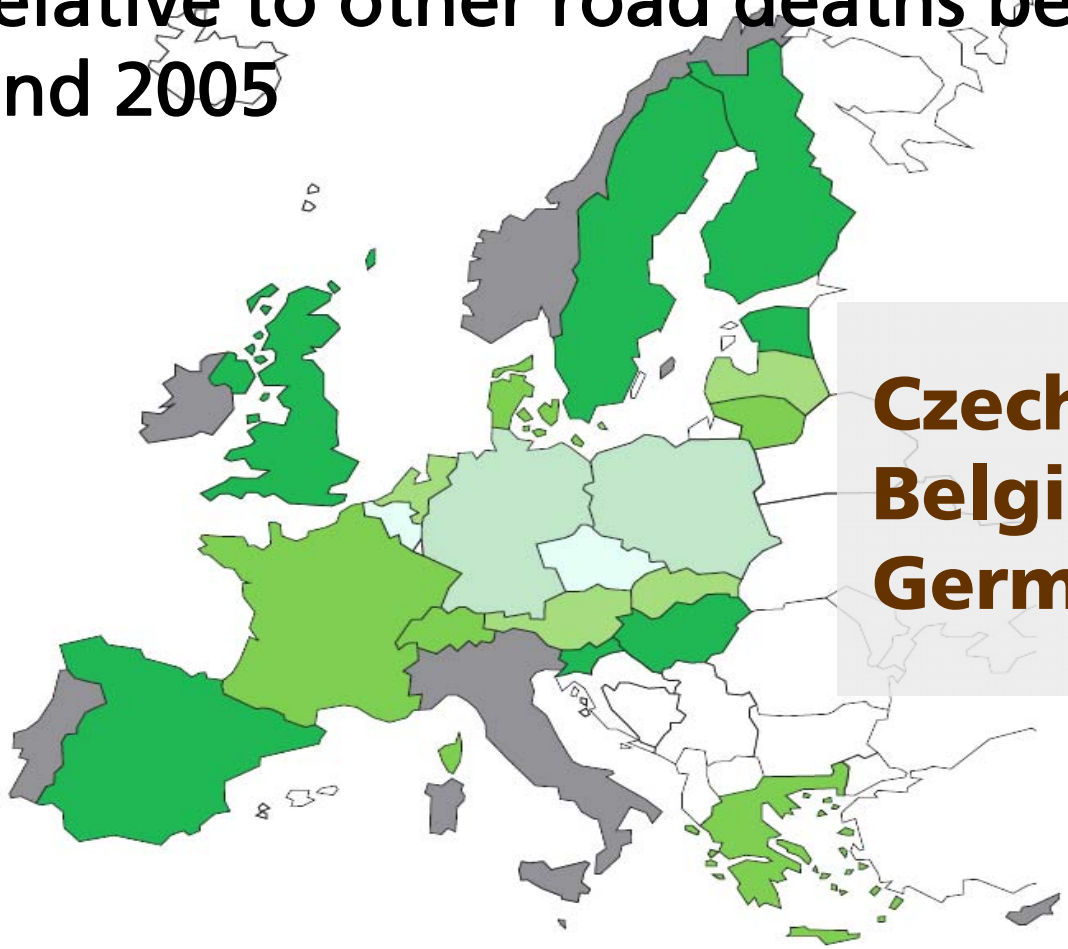
- **Proportions of drink driving deaths** cannot be compared as each country has its own way of identifying deaths from drink driving accidents
- **Changes in drink driving deaths** are affected by changes in drink driving but also by all other changes in road safety
- Changes in drink driving **deaths relative to changes in other deaths**

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Drink driving

Yearly percentage change in drink driving deaths relative to other road deaths between 1996-98 and 2005



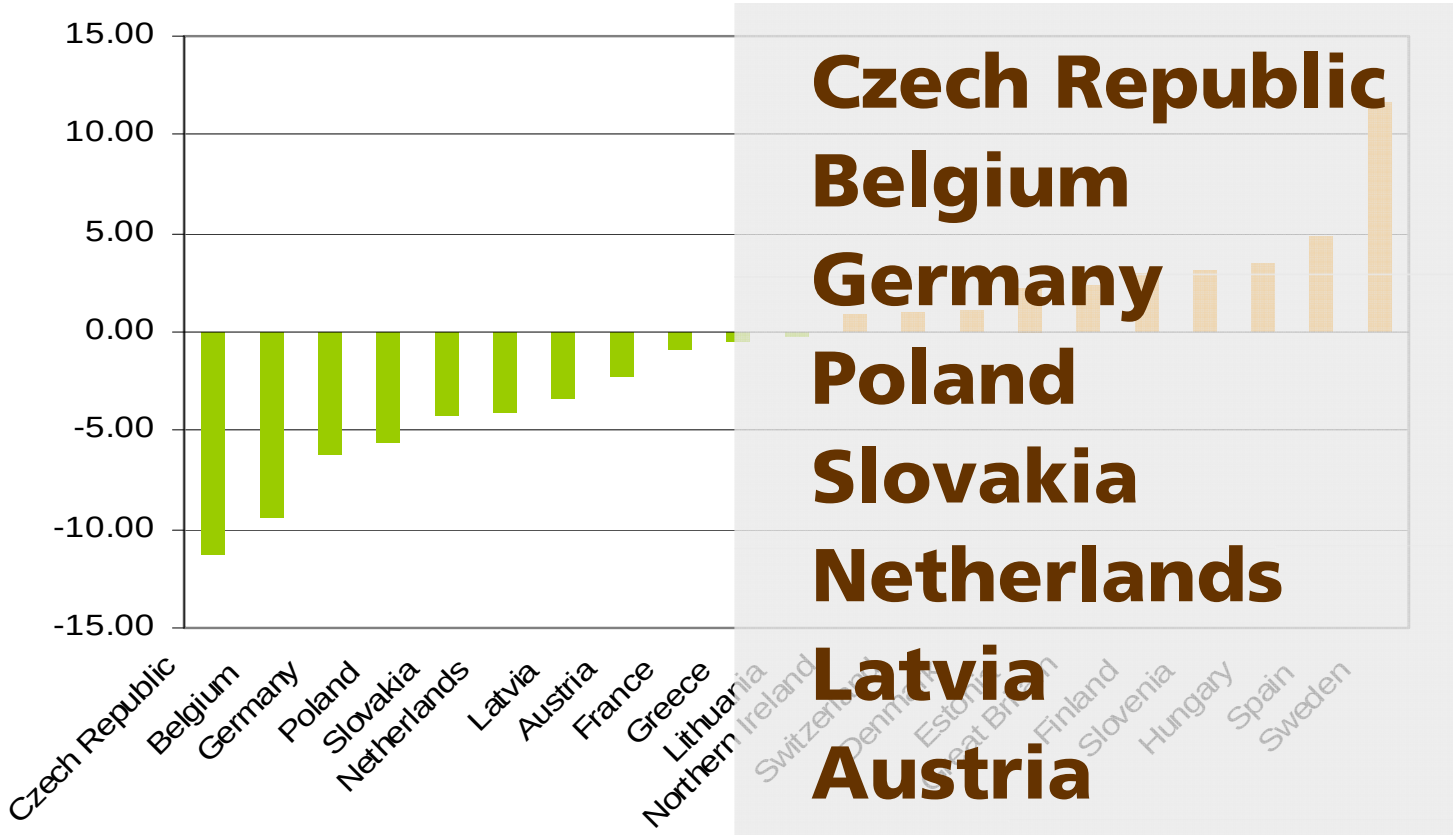
Czech Republic -11%
Belgium - 9%
Germany - 6%

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Europe (1)

Change in drink driving deaths contributes more than its share to overall reduction in road deaths

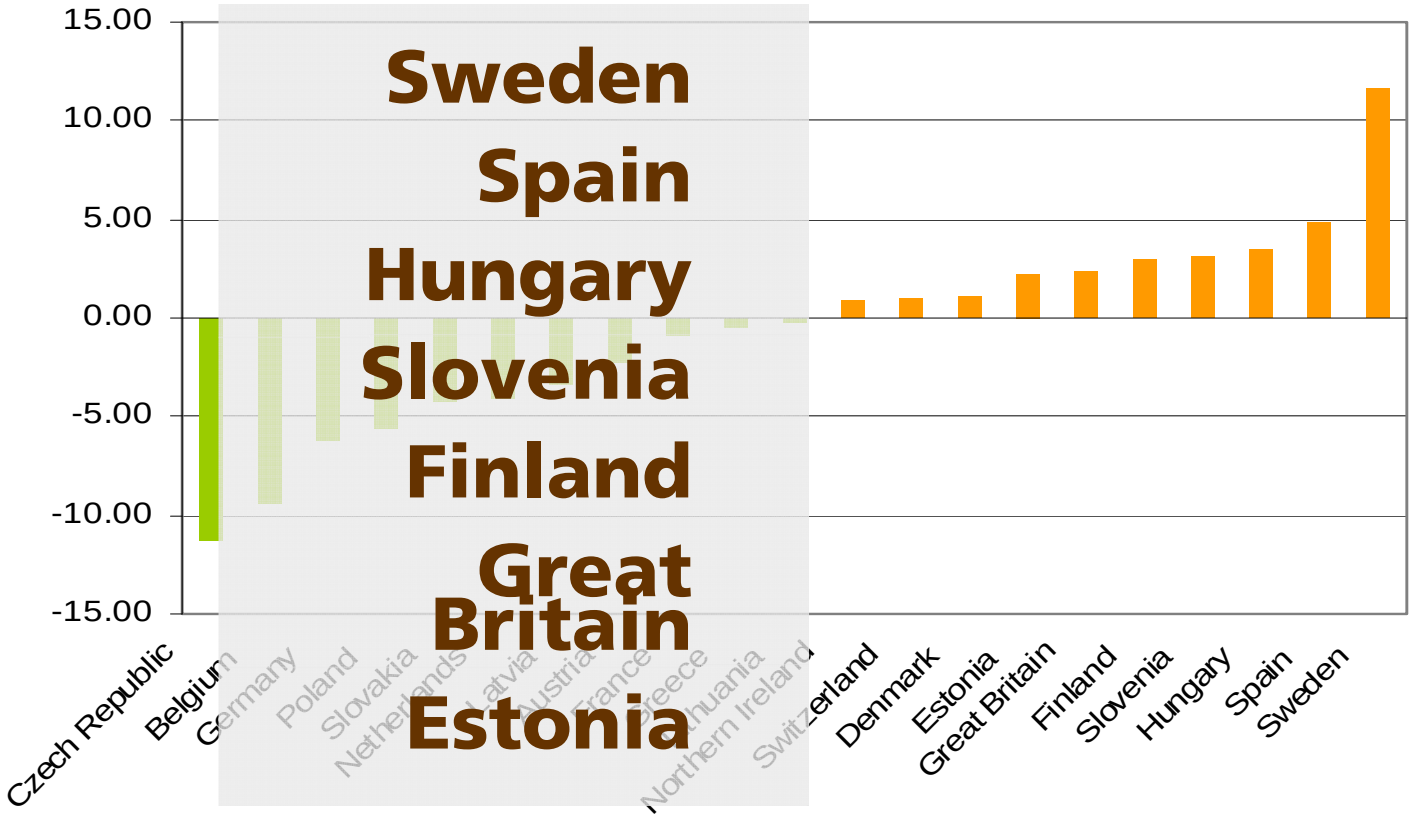


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Europe (2)

Change in drink driving deaths slows down overall reduction in road deaths

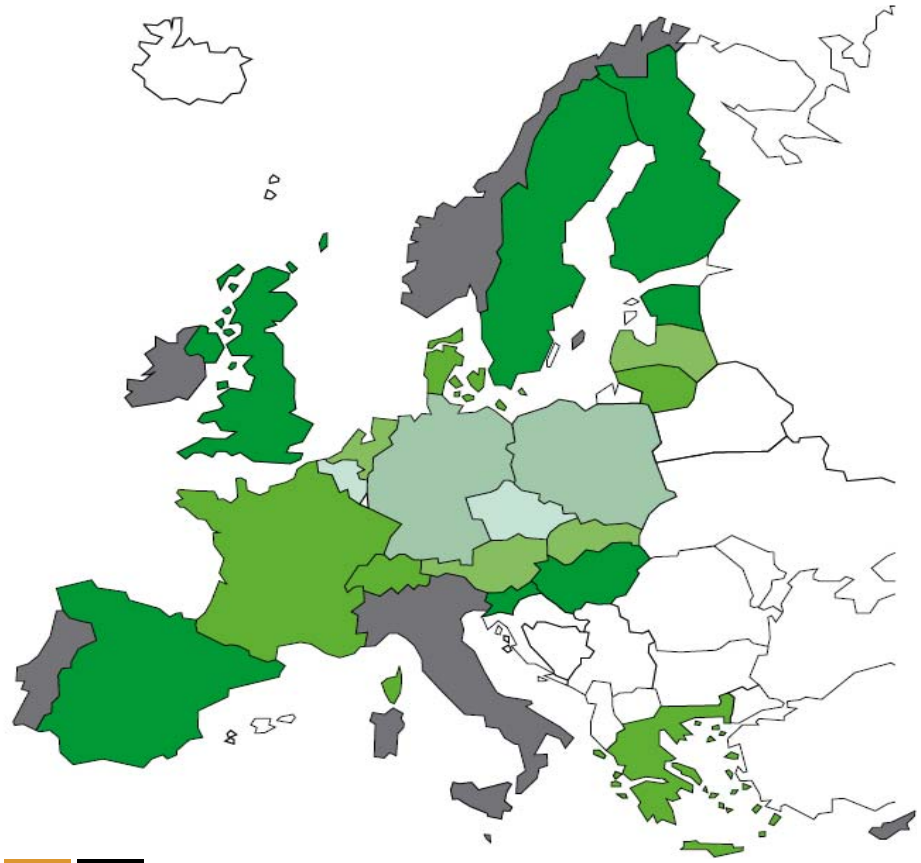


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Europe (3)

Available data do not allow the evaluation of trends in the drink driving situation



Ireland
Italy
Luxembourg
Malta
Norway
Portugal

Cyprus

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Speed



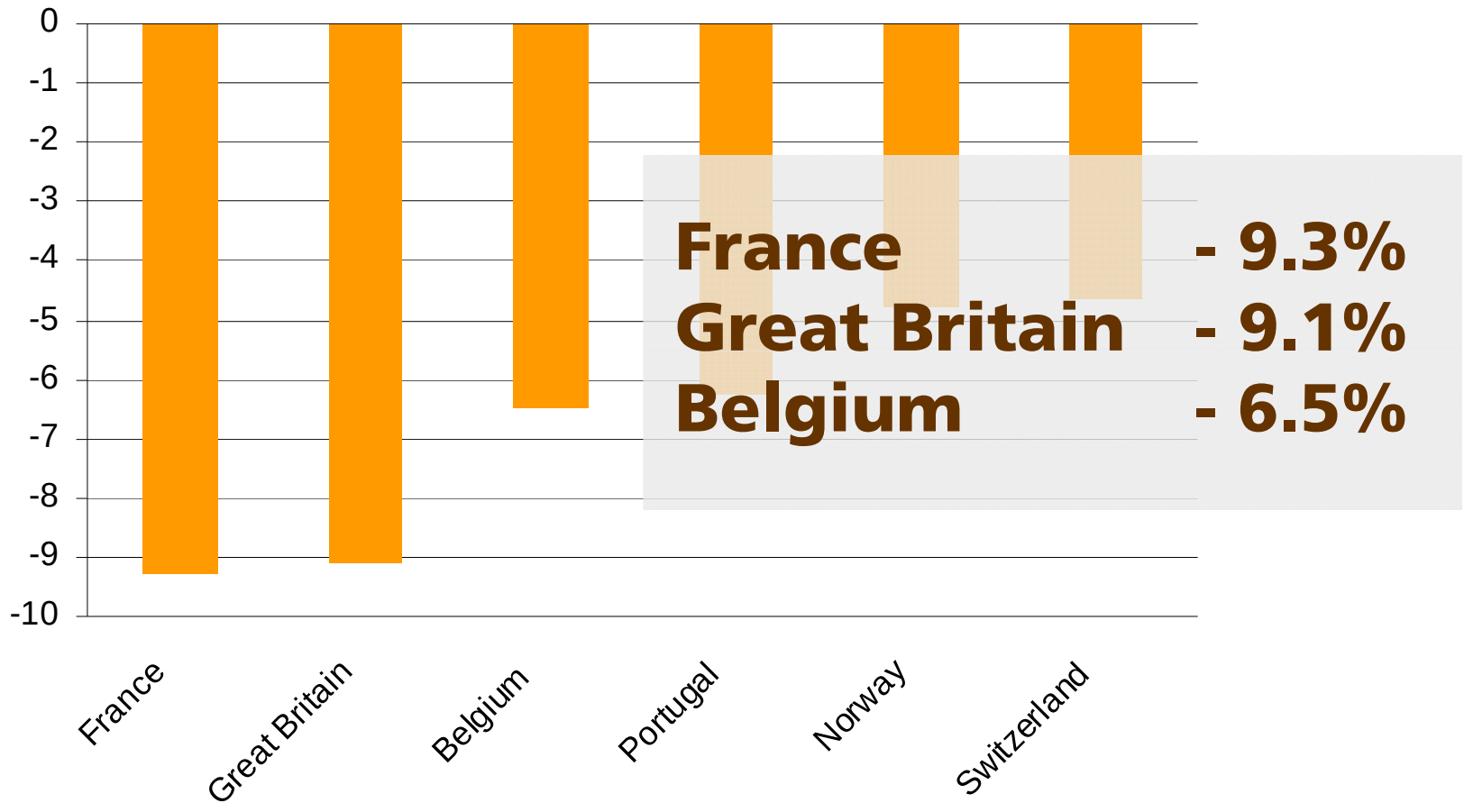
Reductions on all types of road

France	6-11%
Switzerland	3-8%
Belgium	4-6%

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Mean speed on urban roads

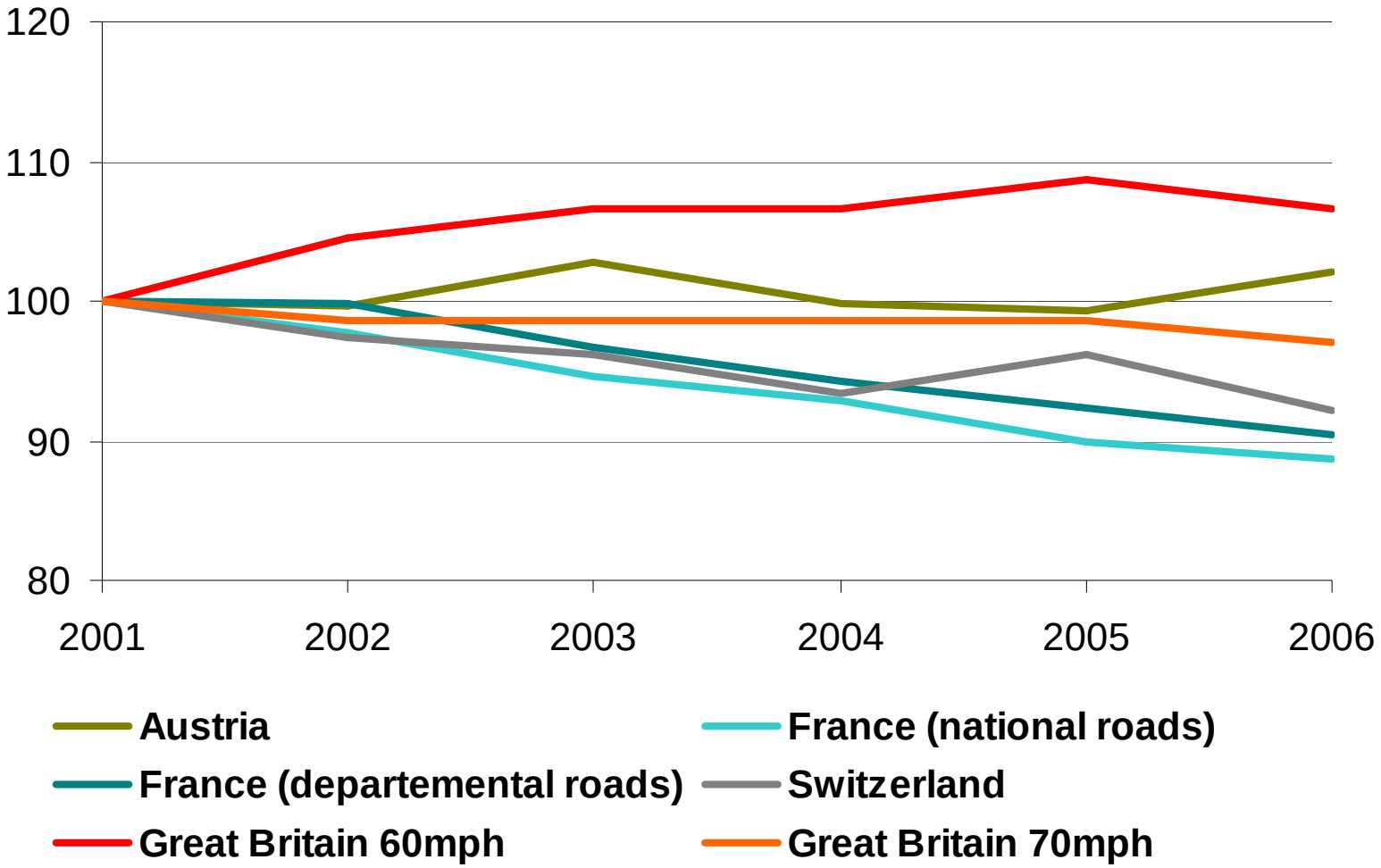


Most recent percent reductions

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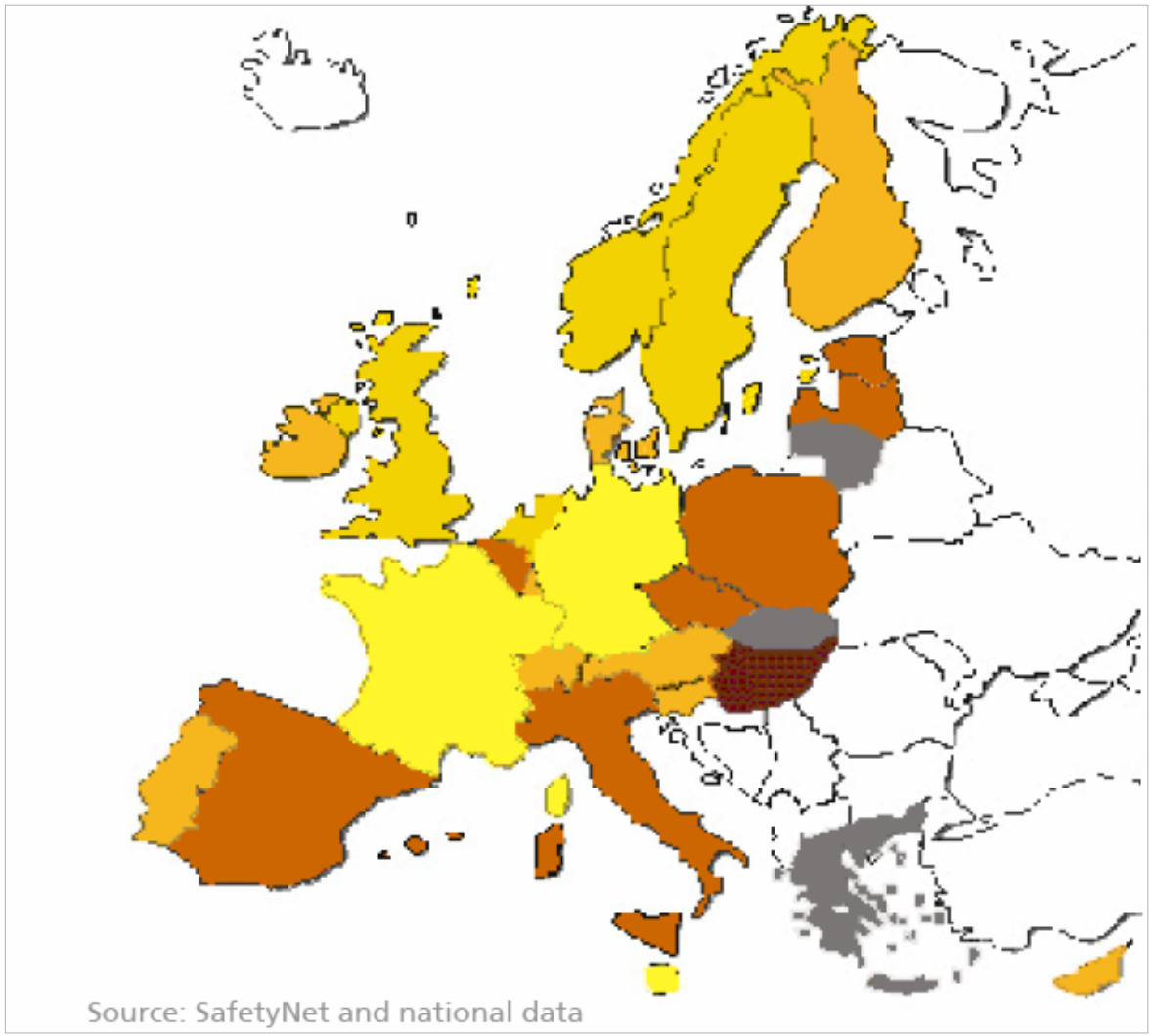
Mean speed on rural roads



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Seat belt wearing



Seat belt wearing in front seats, 2005

- ≥ 95%
- ≥ 90%
- ≥ 80%
- ≥ 70%
- < 70%
- No data

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Europe (1)

≥ 95%
France, Germany, Malta

≥ 90%
Netherlands, Norway, Sweden, U.K.

≥ 80%
Austria, Cyprus, Denmark, Finland, Ireland, Luxembourg, Portugal, Slovenia, Switzerland

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Europe (2)



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Life saving potential

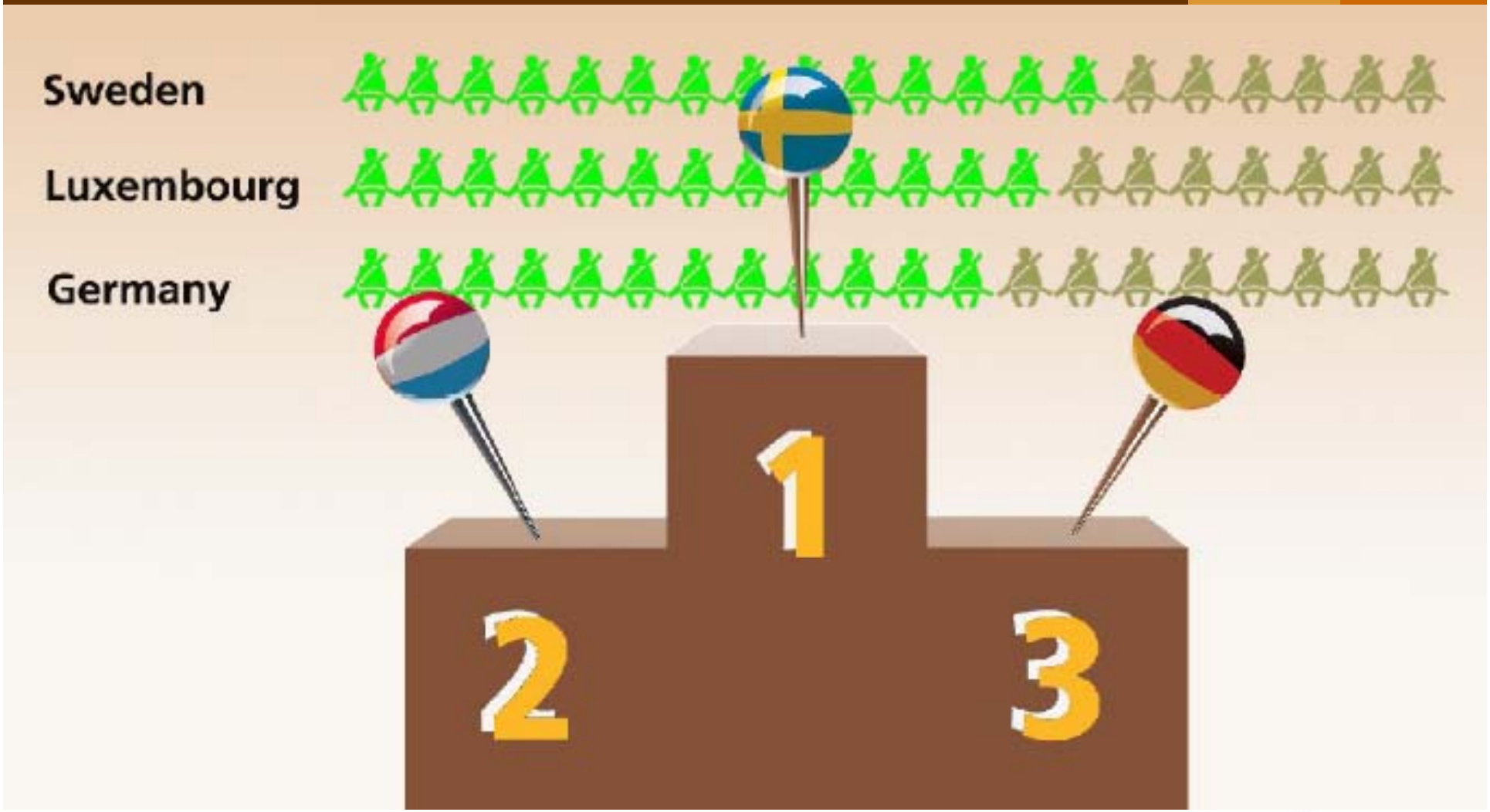
If 99% of drivers used their belt…

- In **Germany**, **France** and **Malta**, 2-3% of driver deaths could be prevented.
- In **Belgium** or the **Czech Republic**, this is 20%.
- In **Europe**, increased use could reduce driver deaths by **15%**.
- These are modest estimates that do not take into account the higher crash risk of unbelted drivers.

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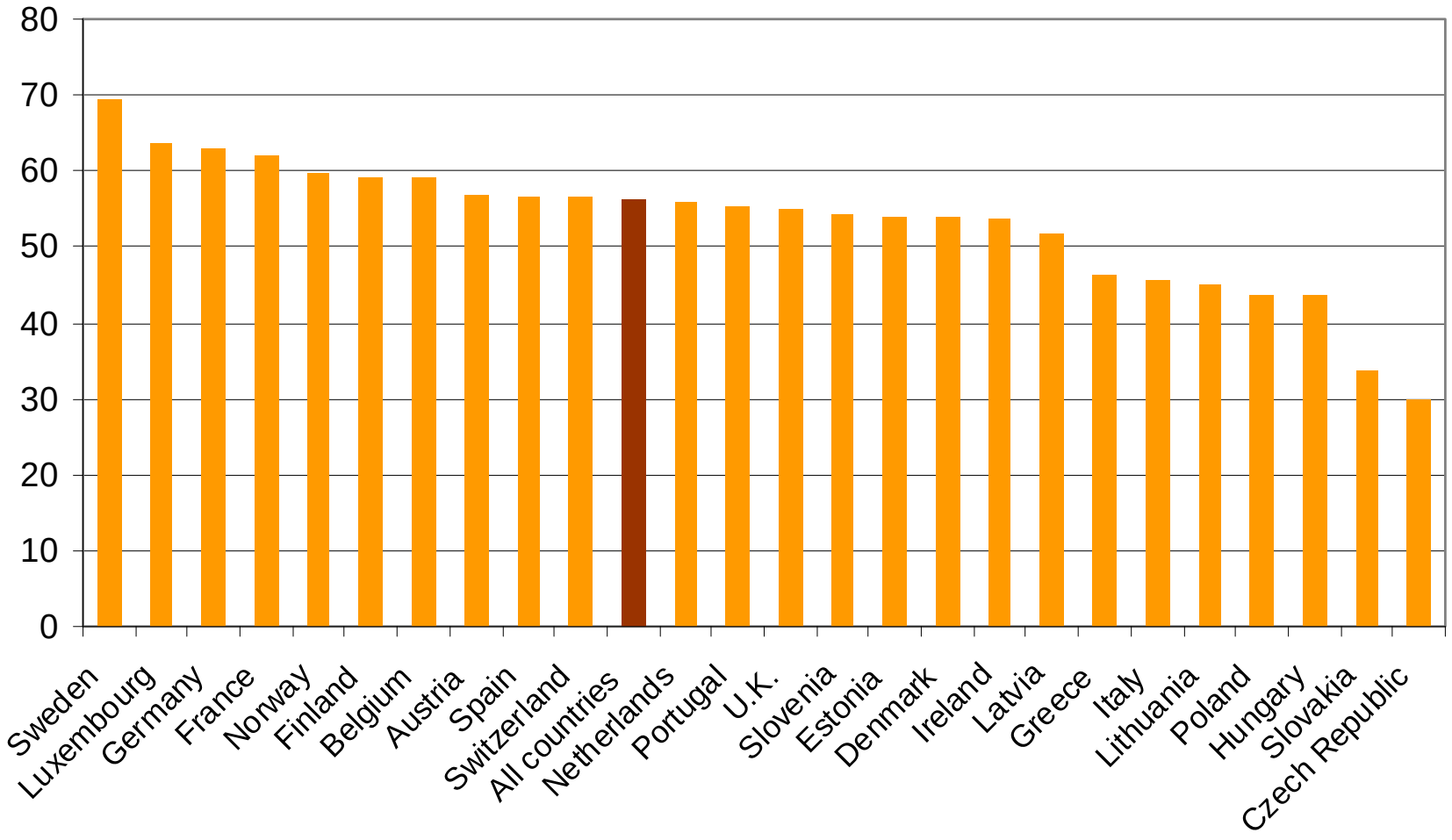
Seat belt reminders in new cars



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Seat belt reminders in new cars



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Media ‘noise‘

Alkohol zabíjí méně



Foto Profimedia.cz

Statistici se radují, pod vlivem alkoholu umírá na silnicích méně lidí

Česko drží v Evropské unii primát ve snižování počtu smrtelných nehod zapříčiněných a
Coby příslušníc
trumfujeme Brit
kteří způsobí n
vyšší počet neh
volantem zakáz
Statistika Evrop
nost dopravy (E
o poklesu obět
vinu mezi lety 1
Česko vyšlo z p
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vítězně ještě v j
posledních des
smrtelných neh
lem o dvanáct p
u ostatních smr
2006 ukazují, že
český europosl
Až za Českem
a Polsko s rych

podnapilých zabijáků za volantem shodně o šest procent.

SPIEGEL ONLINE - 07. Juni 2007, 15:24
URL: http://www.spiegel.de/auto/aktuell/0,1518,487279,00.html

EU-STUDIE

Frankreich erzieht Raser am besten

Im Kampf gegen Raser kann Frankreich die besten Erfolge verbuchen. Höhere Strafen haben französische Autofahrer mit Bleifuß zur Gemächlichkeit erzogen. Dagegen ist Deutschland Spitze im Kampf gegen Alkohol am Steuer.

Brüssel - Frankreichs Autofahrer haben die Langsamkeit entdeckt, wie eine EU-weite Erhebung ergab: Auf Landstraßen sank dort die durchschnittliche Geschwindigkeit, mit der Autofahrer unterwegs waren, von 94,6 km/h im Jahr 2000 auf 84,5 km/h im vergangenen Jahr. Erlaubt ist Tempo 90. Daten zum Tempo in Deutschland fehlten für die Studie, die der Europäische Verkehrssicherheitsrat ETSC heute in Brüssel vorlegte.

Allerdings mussten auch die Franzosen erst erzogen werden. Gründe für den bessere Einhaltung der Tempolimits in Frankreich seien vor allem die bessere Verkehrsüberwachung und höhere Strafen für Raser, sagte eine ETSC-Sprecherin. Als Faustregel gelte, dass bei einem Rückgang der Durchschnittsgeschwindigkeit um ein Prozent die Zahl der schweren Verkehrsunfälle um vier Prozent sinke.

AUTOMOBILE
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Espa

MotorsFeature: road safety

Fear of



The simple fear of getting caught speeding can save lives, but is the political will there to keep that fear alive? Patrick Logue reports

A friend recounted recently how word spread amongst the crowds in the aftermath of the Electric Picnic music festival last month that gardai were randomly breath testing drivers leaving the venue.

She and her comrades immediately took the decision to wait in a damp and muddy field in Co Laois for a number of hours before embarking on the journey home to ensure they were safe to drive. They arrived home safely without seeing a single member of the Garda on the road to Dublin.

The extent of Garda activity in the area is not known and it doesn't really matter. This was the "fear factor" in action and it was having the desired effect. It is hoped this fear of getting caught is responsible for a sudden dip in road deaths in August and September, making them the safest two months on the roads for many years.

We haven't seen the fear factor at play in the Irish driving community for more than three years. The initial and partial roll-out of the penalty points system in November 2002 brought an instant, but not lasting, reduction in road deaths as drivers improved their behaviour behind the wheel out of the fear of getting caught.

As a result, the final two months of that year saw a sharp fall bringing the yearly road deathtotal in 2002 down from 411 in 2001 to 376. The fear factor continued and in 2003 "only" 335 people died on Ireland's roads.



The initial roll-out of the penalty points system in 2002 brought an instant, but not lasting, reduction in road deaths as drivers imp

An actuarial analysis of the situation published last week found that 235 lives could have been saved, or 78 per annum, if the impact of the penalty points had not diminished six months after its introduction. The Society of Actuaries in Ireland (SAI) research also found that Ireland was about 10 years behind the UK in its efforts to cut road deaths.

Two other studies published last week show the underlying trend, despite the initial dip in road deaths in 2002/2003, is unchanged.

Indeed, a report by the European Transport Safety Council (ETSC) showed efforts to cut road deaths since 2001 had virtually failed. While countries like France, Belgium and Luxembourg have reduced deaths by up to 35 per cent, Irish road deaths fell between 2001 and 2005 by only a miniscule 3 per cent.

Despite the introduction of penalty points, the expansion of the Garda Traffic Corps and a renewed focus on road fatalities, Ireland continues to languish

ance Federation, published last week, gives us an insight into the kamikaze attitudes of Ireland's drivers that have been keeping us at the bottom of the table.

The study found that more than half of motorists believed they were unlikely to be caught for speeding (52 per cent) and drink driving (51 per cent) offences. A staggering 73 per cent thought they were unlikely to get caught for dangerous overtaking, an offence that now carries up to five penalty points on conviction.

Some 70 per cent admitted to speeding and 17 per cent were prepared to admit drink driving. Even so, the blame for the carnage falls not solely with those who admit to the driving indiscretions: a total of 90 per cent of those surveyed said the Government wasn't doing enough to improve road safety standards. It seems Irish drivers are child-like in their mentality and want to be forced by proper Garda enforcement. But the Lansdowne survey was carried out among 1,000 adults in April, significantly

In August, road deaths were down to 17, compared to 24 in August 2005 and 35 the previous August. Despite a spate of fatal accidents last weekend, September saw a total of 22, making it too one of the safest months on the roads since the start of the decade.

The question is, will it last? Have we turned a corner in road safety? Brian Farrell of the Road Safety Authority believes we have.

Farrell is upbeat and believes random breath testing "appears" to be working. He told this newspaper last week he does not expect a fall in enforcement activity similar to after the introduction of penalty points.

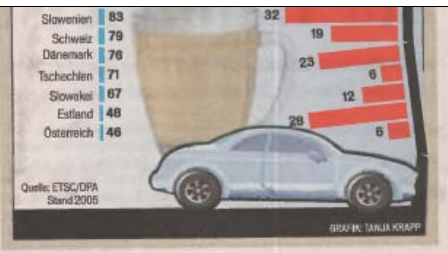
"Gardai say

> 70 per cent admitted to speeding and 17 per cent were prepared to admit drink driving

expanded, we expect this level enforcement to be maintained.'

Indeed the traffic corps's vi ible presence on the road ne work will be key in maintaini the positive momentum. Th Garda Traffic Corps has be expanded and is due to furth increase its size 2007 to bring th corps to ov 1,000 in 2007.

Fine Gael road safe spokesman Shane McEnte believes this w be key to mai taining the reca gains. "We w turn a corner road deaths if th Garda gets th force it is entitl to. Garda afte garda tells n "We have t back-up, we a stretched to th limit'." He co ceded that mea ures pushed



besser ab. Dort gilt die Null-Promille-Grenze. In der Studie wurden 18 Staaten verglichen. Nach Angaben des Verkehrssicherheitsrates ist auf Europas Straßen etwa jeder Hundertste nicht nüchtern unterwegs.

Die Zahl der Verkehrstoten wegen angetrunkener Fahrer sank den Angaben zufolge in Deutschland in zehn Jahren von mehr als 1000 im Jahr 1996 auf 400 (2005). Die meisten waren Männer unter 30 Jahre alt. Grund könne eine höhere Risikobereitschaft dieser Gruppe sein. Durch Alkoholkonsum werde diese noch angeheizt. Im Schnitt standen laut Studie in Europa mehr als 30 Prozent der tödlich verunglückten Fahrer unter Alkoholeinfluss. Die Tendenz zur Besserung in einigen EU-Staaten sei auch auf schärfere Kontrollen und Aufklärung zurückzuführen.

Die Meinungen zu einem strikten Alkoholverbot am Steuer gehen im Europäischen Parlament auseinander. Die deutsche christdemokratische Abgeordnete Renate Sommer sprach sich für eine Null-Promille-Grenze nur bei Fahranfängern aus, aber nicht generell: „Alkohol ist eine europäische Tradition." Stattdessen solle die Aufklärung verstärkt werden – schon im Kindergarten. Ihr tschechischer Kollege Petr Duchon plädierte für die in seinem Land bereits geltende Null-Promille-Grenze.

Unterschiedliche Promillegrenzen

In Deutschland und den meisten anderen europäischen Ländern gilt die 0,5-Promille-Marke. Dazu gehören Belgien, Frankreich, Österreich, Spanien, Italien und die Schweiz. Vergleichsweise tolerant sind die Vorschriften in Großbritannien, Irland, Luxemburg und Malta. Hier sind 0,8 Promille erlaubt. Die höchste Grenze gilt mit 0,9 Promille auf Zypern. Komplett nüchtern müssen Autofahrer in Kroatien, Ungarn, Tschechien, Rumänien und Estland sein. Wer in Polen über 0,2 Promille liegt, muss mit bis zu 1200 Euro Bußgeld rechnen. Alkoholisiertes Fahren über der Promillegrenze kostet in Deutschland mindestens 250 Euro und kann mit einer Freiheitsstrafe von bis zu fünf Jahren belegt werden. *dpa*

PIN Talks









Conclusion

- Fast progress is possible in all countries
- We need fast progress to reach the 2010 target
- We can reach this by raising compliance with national road safety law
- Countries should learn from the best in class how to do this
- The EU can help countries by setting common high standards on enforcement, based on the EC Recommendation on enforcement

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