Hungarian road safety performance in an EU context

PIN Talk Hungary, 29 June 2011

Knowledge for Leadership – ETSC’s Road Safety Performance Index
Assessing road safety performance across Europe

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ETSC Activities

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

Roads to Respect Infrastructure Safety

Monitoring EU transport safety policy

Road Safety ‘At’ Work and ‘To’ Work

PRAISE Work-Related Road Safety

STudents Acting to Reduce Speed

Safe&Sober Campaign and Drink-driving policy network

Drink Driving

ETSC European Transport Safety Council
A decade of widening effort

- **2001** EU15 set target to halve yearly road deaths by 2010
- **2004** EU10 embrace the target as they join the EU
- **2006** Bulgaria and Romania take up this stiff challenge
- **2010** The year of reckoning!

How have we done?
Launched in June 2006 to compare country performance in road safety
Currently includes the 27 EU Member States, as well as Israel, Norway and Switzerland
A PIN Panel: well-placed experts from each of the 30 countries
A PIN Steering Group with members from
  - SWOV, VTI, SafetyNet/DaCoTA
  - European Commission
  - and PIN sponsors
    Swedish Transport Administration, Norwegian Public Roads Administration, Toyota Motor Europe
Performance index so far

- Annual number of deaths (PIN reports)
- Deaths on rural roads (PIN report 2011)
- Unprotected road users (" " 2011)
- Serious injuries (PIN report 2010)
- Seat belt use (" " 2010)
- Deaths from drink driving (" " 2010)
- Driving speeds (" " 2010)
- Deaths among children (PIN report 2009)
- Car safety (" " 2009)
- Deaths among older road users (PIN report 2008)
- Deaths on motorways (" " 2008)
Reduction in deaths 2001-2010

Percentage change in road deaths between 2001 and 2010

-40% EU27

* Provisional    **Estimated
Countries that have met the target

Percentage change in road deaths between 2001 and 2010

- Latvia – 61%
- Estonia – 61%
- Lithuania – 58%
- Spain – 56%
- Luxembourg – 54%
- Sweden – 52%
- France – 51%
- Slovenia – 50%
- (Portugal – 49.4%)

* Provisional  **Estimated
**Others ahead of the EU average**

Percentage change in road deaths between 2001 and 2010

- Ireland: -48%
- Germany: -48%
- UK: -46%
- Italy: -45%
- Slovakia: -44%
- Belgium: -43%

* Provisional

**Estimated**

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Changes between 2009 and 2010

Percentage change in road deaths between 2009 and 2010

EU27 -11%, EU10 -14%, BG & RO -15%

* Provisional  **Estimated

European Transport Safety Council
The impact of the EU Target

Reduction in road deaths per year since 1970 (EU15) and since 1990 (EU27, EU10 and BG&RO)

![Graph showing reduction in road deaths per year since 1970 for EU15, EU27, EU10, and BG&RO. The graph includes data points for the years 1970 to 2010, with a notable decrease in road deaths post-1990 due to EU enlargement by EU-10.](image-url)
Road deaths per million population 2010

Reduction since 2001 country by country – by 45% on average
No country now has more than 120 road deaths yearly per million population

* Provisional for 2010 ** Estimated for 2010
How much has all this been worth?

- No-one can put a value in euros on saving someone’s life, or on saving someone from lifelong disablement.
- But we can estimate how much ordinary people would be willing to pay to achieve small reductions in risk to large numbers of road users so that some one of them, whose identity can never be known, escapes being killed.
- This amount is called the Value of Preventing a Fatality (VPF).
- ETSC has since 1997 advocated use of VPF to inform safety policy and evaluation of measures.
How much has all this been worth?

• Based on current practice in eight European countries that estimate VPF in this way, ETSC takes the VPF in 2009 at 2009 prices to be €1 700 000

• Using this value and other information, ETSC estimates that if it had been possible to prevent all road collisions and their consequences in the EU-27 in 2010, the social and economic value of doing so would have been of the order of €210 billion – or 1.8 per cent of the EU-27 GDP
Applying the VPF year by year to the reduction in road deaths in EU-27 in 2002-2010 compared with 2001 gives a total value to society of €176 billion.
Looking ahead to 2020

- Applying the VPF year by year to the reduction in road deaths in EU-27 in 2011-2020 compared with 2010 if the 2020 target were achieved (by equal annual % reductions) gives a further value to society of €182 billion
PIN Report main results

- Chapter 1: 2010 Road Safety Outcome
- Chapter 2: Unprotected road users
- Chapter 3: Deaths on rural roads
44% of all deaths are unprotected users

EU: 44%

HU: 47%

Other road users
PTW riders
Cyclists
Pedestrians

56%
20%
6%
17%

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Reduction in pedestrian deaths

- Finland: -14%
- Slovakia: -10%
- Latvia: -10%
- Lithuania: -9%
- Hungary: -5%

Annual average % change in pedestrian deaths (2001-2009)

EU: -4%
Change in road deaths among PTWs

Insufficient progress: 6,000 riders killed in the EU
- only 18% reduction in deaths among PTWs since 2001

- Portugal -10%
- Latvia -8%
- Ireland -5%
- France -5%

Annual average % change in PTW deaths 2001-2009
Three main solutions in SE for enhanced safety on rural roads

1. 4000 km middle barriers (mainly “2+1-roads”) for roads limited to 100km/h

2. A modern speed camera system on roads limited to 70-90km/h with high traffic volumes

3. Speed limits adjusted to road safety standard
To know more....


To come:
- PIN Flash deaths among young people (Autumn 2011)

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Thank you for your attention