

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



ETSC Activities

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Monitoring EU
transport safety
policy



Road Safety **P**erformance
Index (**PIN**) - Ranking EU
countries' performances



Roads to Respect
Infrastructure Safety



Safe&Sober Campaign
and **Drink-driving**
policy network



STudents **A**cting
to **R**educe **S**peed

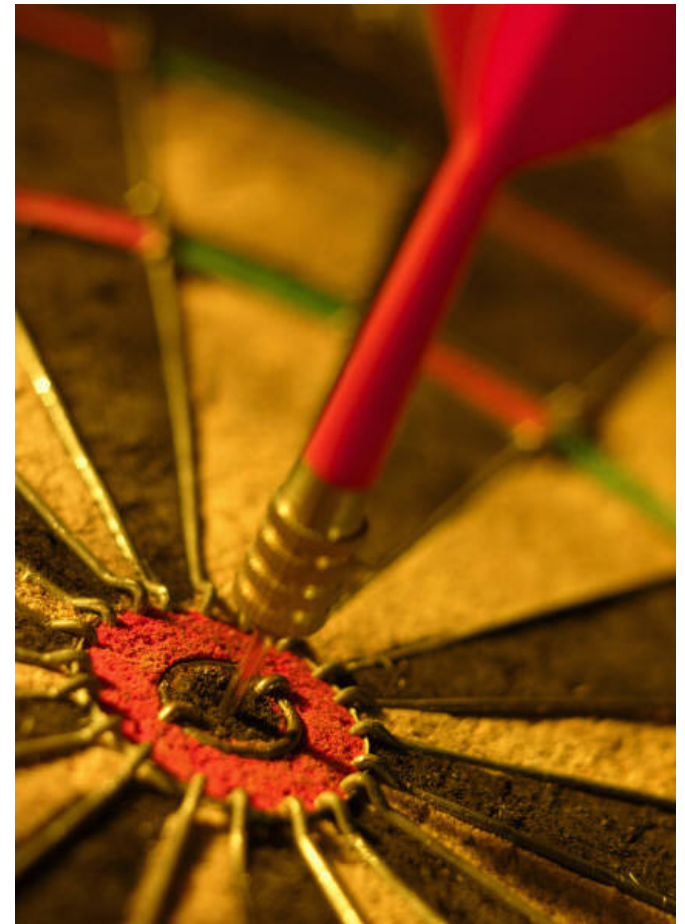


Road Safety '**A**t' Work
and '**T**o' Work

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?



ETSC PIN Programme

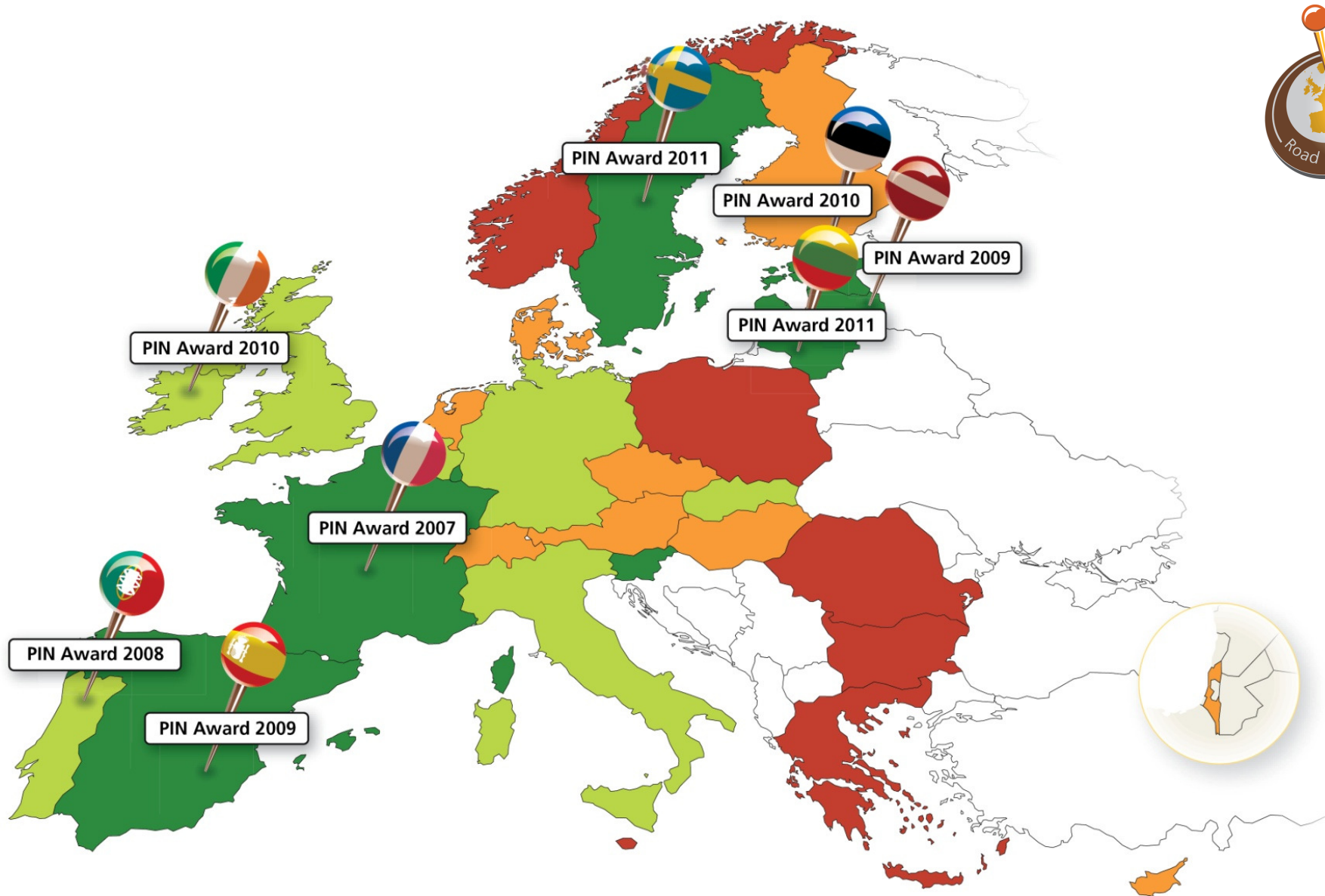
- Launched in June 2006 to **compare country performance** in road safety
- Currently includes the **27 EU Member States**, as well as Israel, Norway and Switzerland
- A **PIN Panel**: well-placed experts from each of the 30 countries
- A **PIN Steering Group** with members from
 - SWOV, VTI, SafetyNet/DaCoTA
 - 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)*

Road Safety PIN Awards

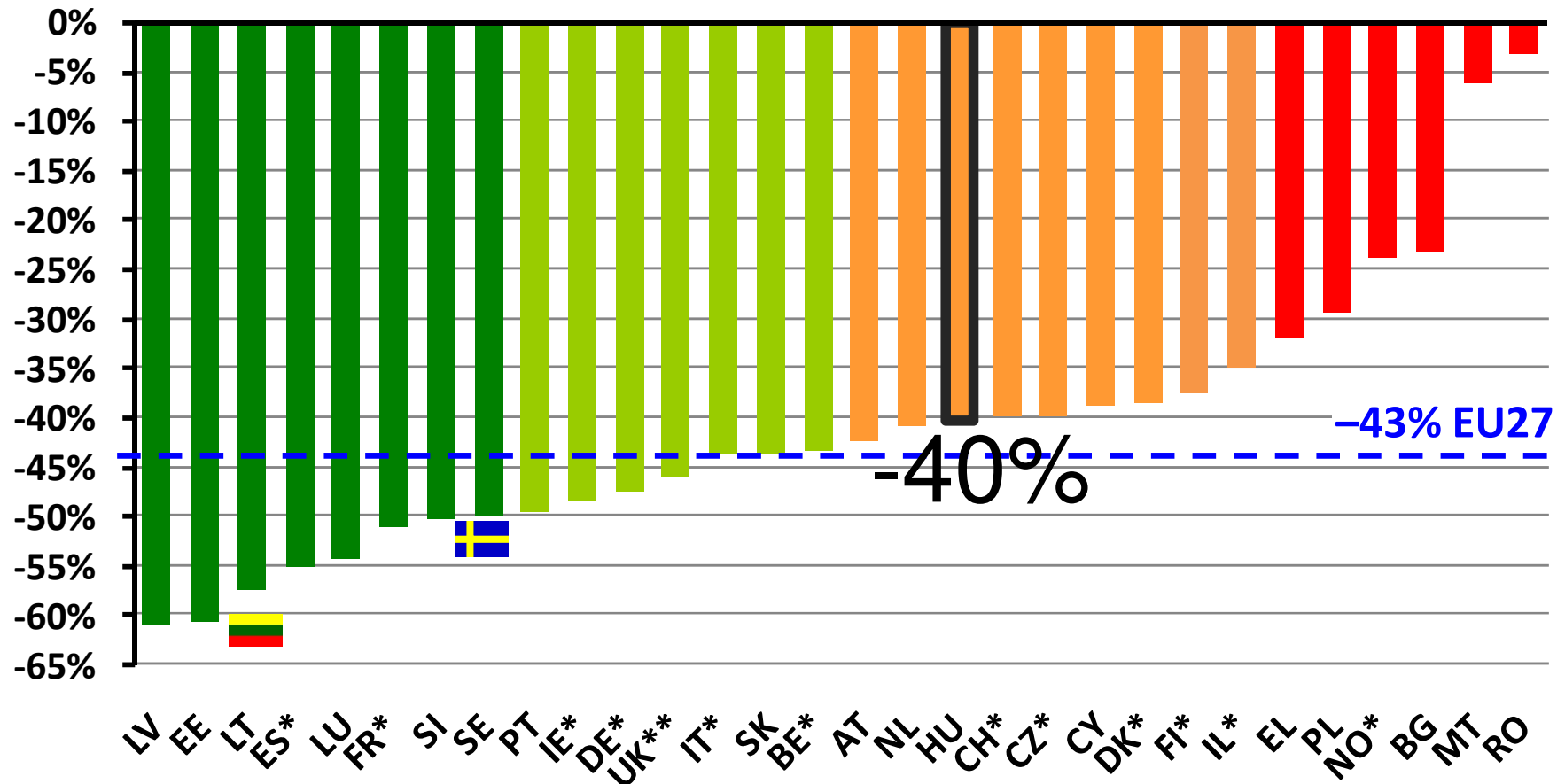


PIN Awards 2011: Sweden & Lithuania



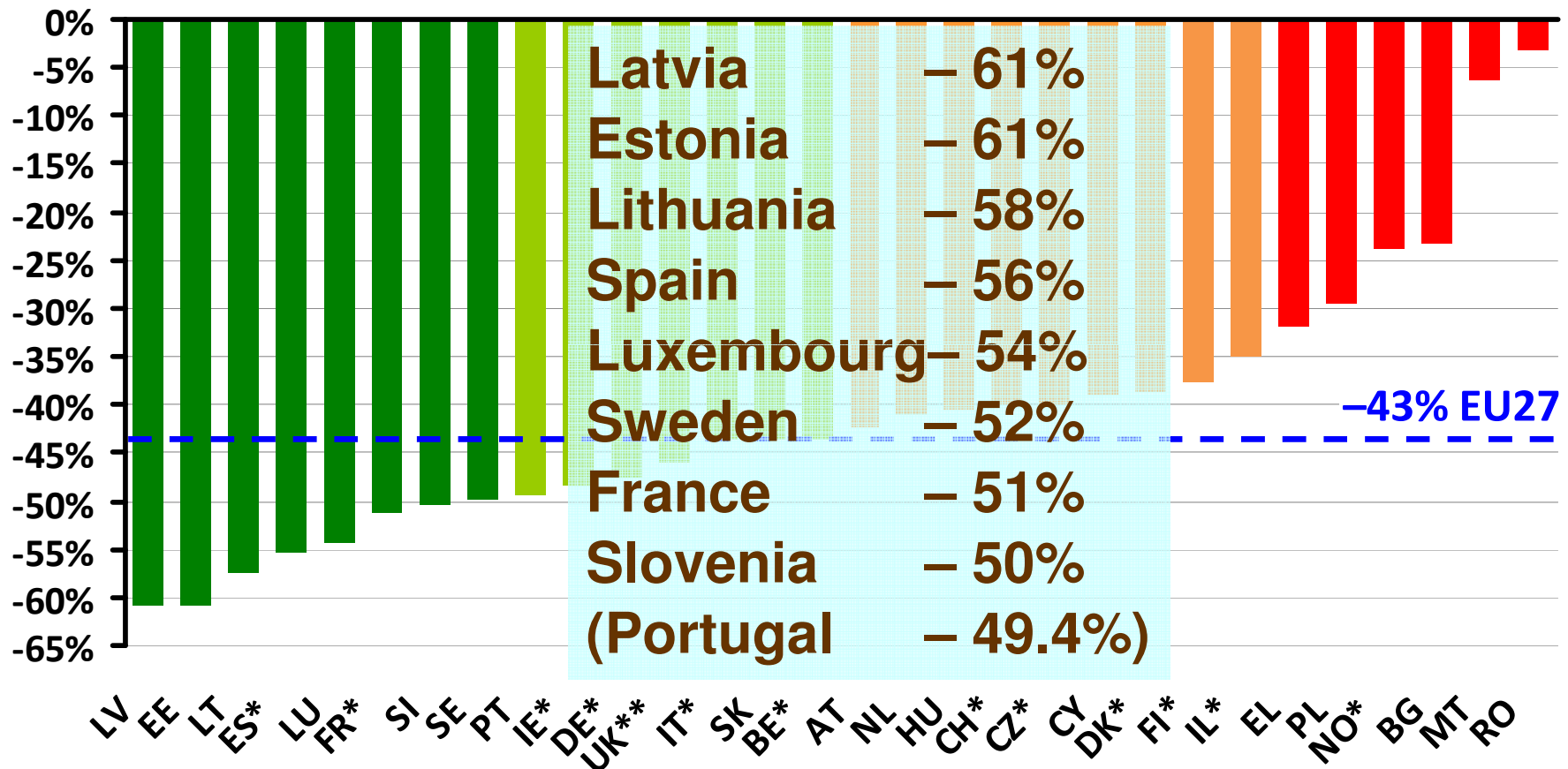
Reduction in deaths 2001-2010

Percentage change in road deaths between 2001 and 2010



Countries that have met the target

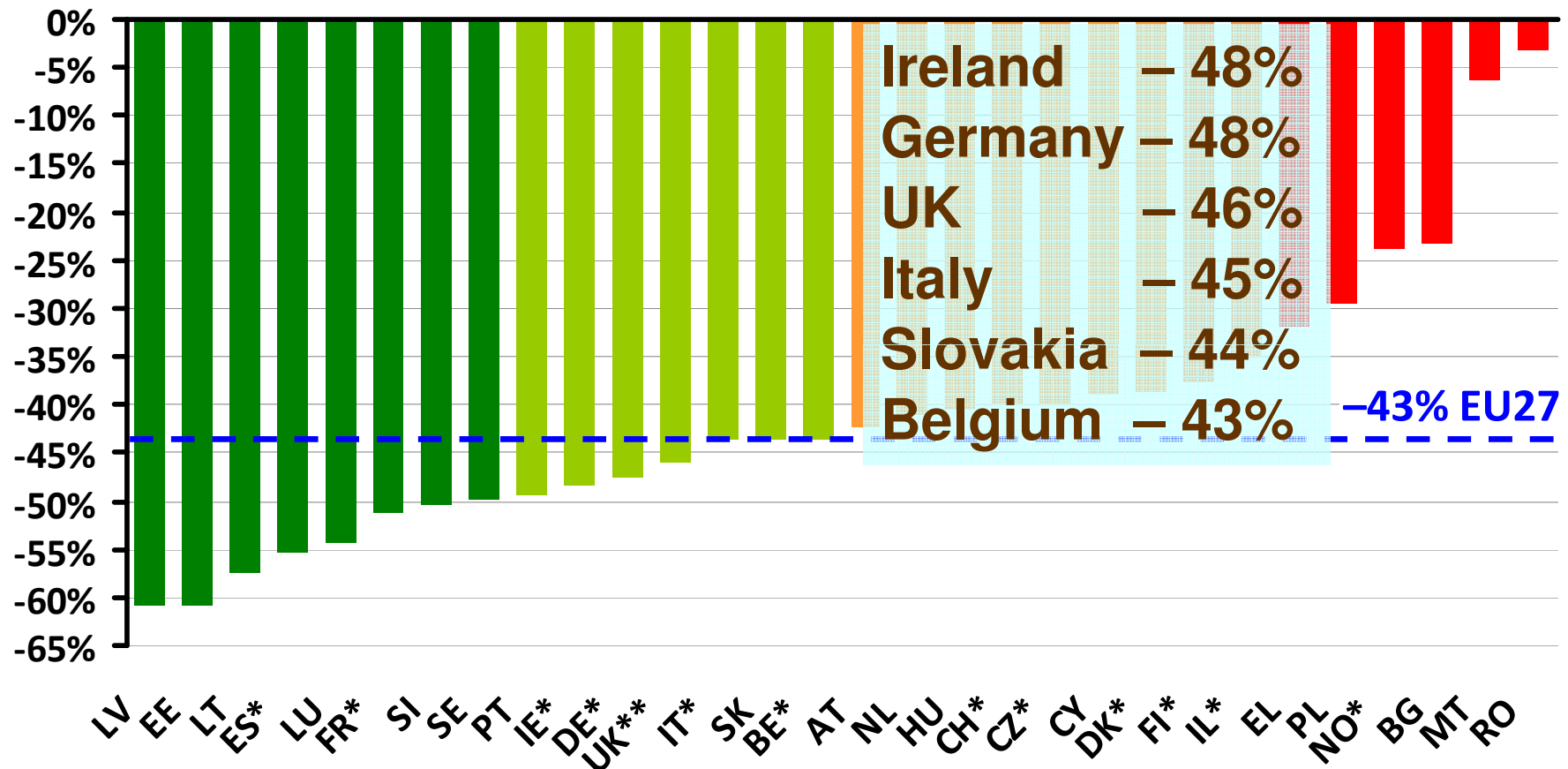
Percentage change in road deaths between 2001 and 2010



* Provisional **Estimated

Others ahead of the EU average

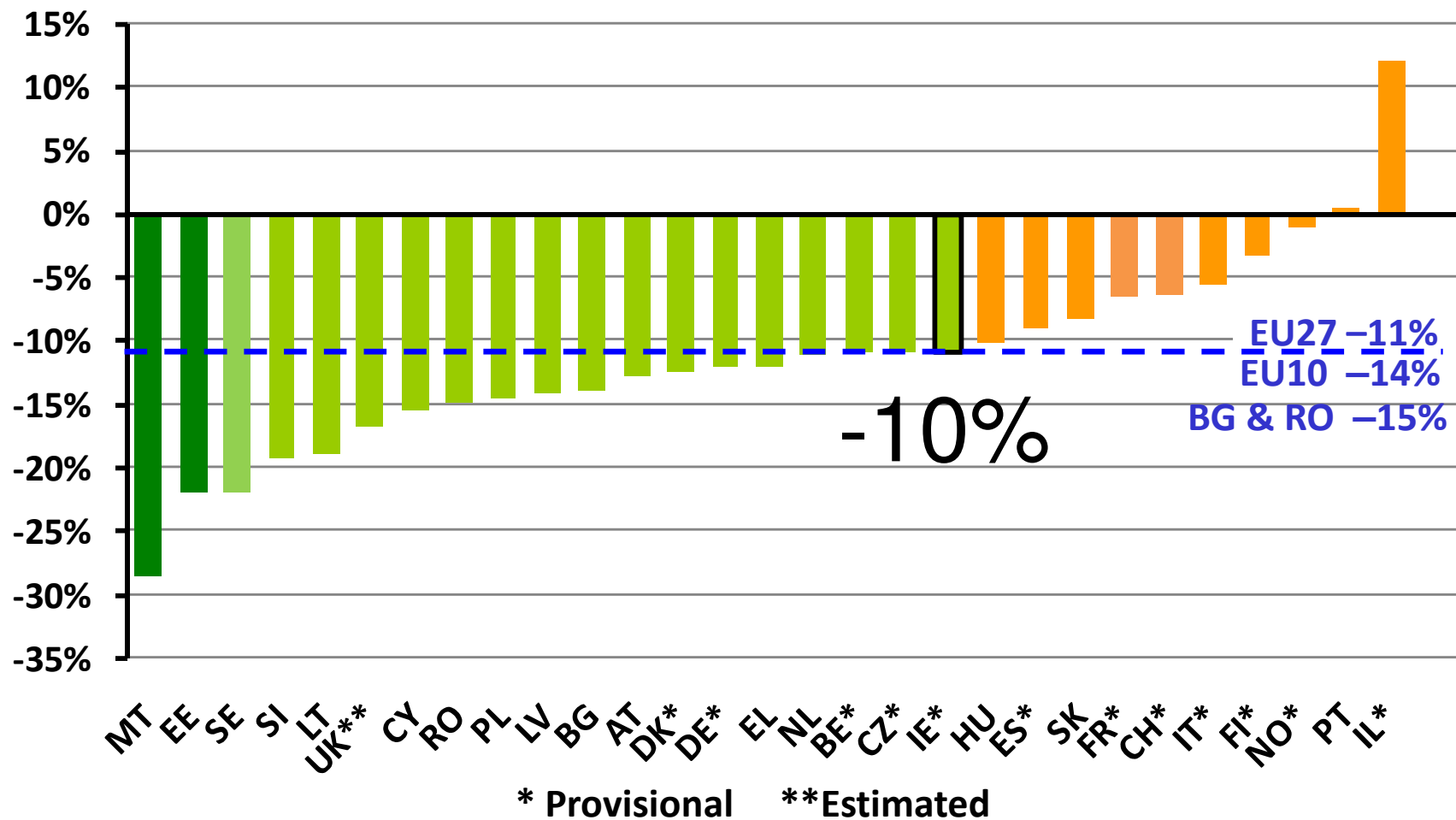
Percentage change in road deaths between 2001 and 2010



* Provisional ** Estimated

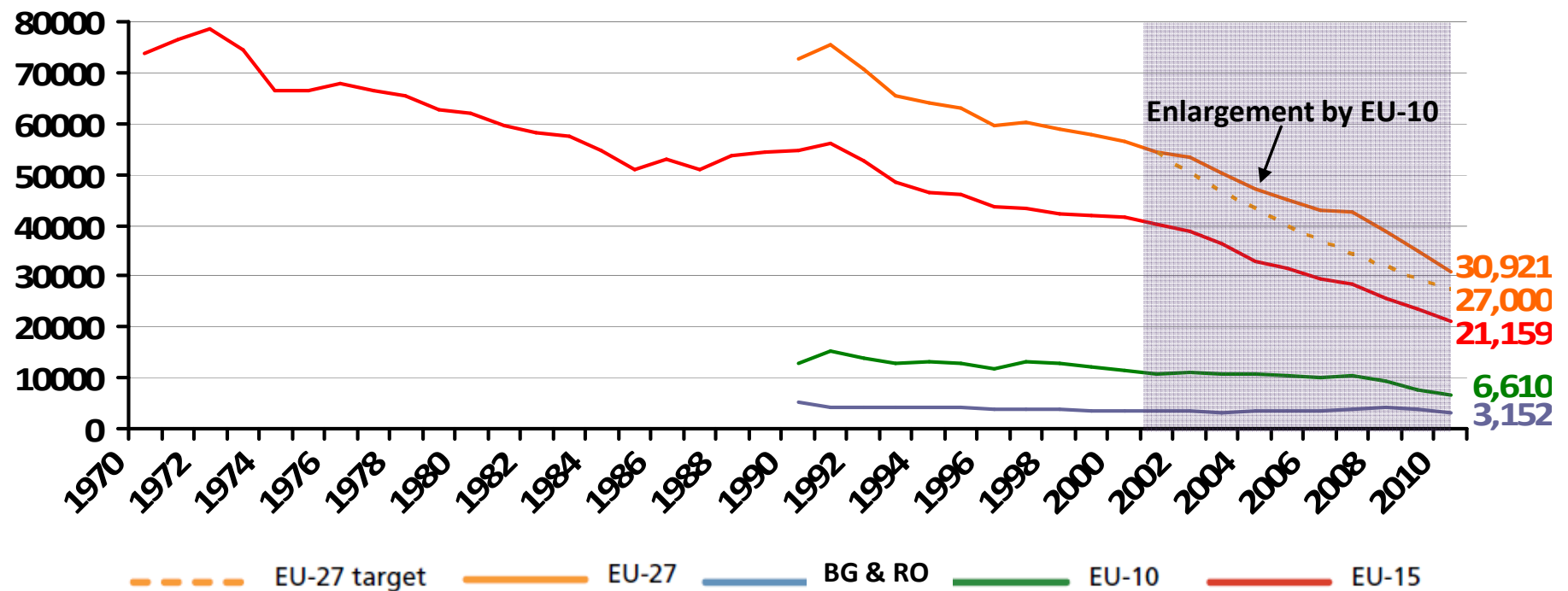
Changes between 2009 and 2010

Percentage change in road deaths between 2009 and 2010



The impact of the EU Target

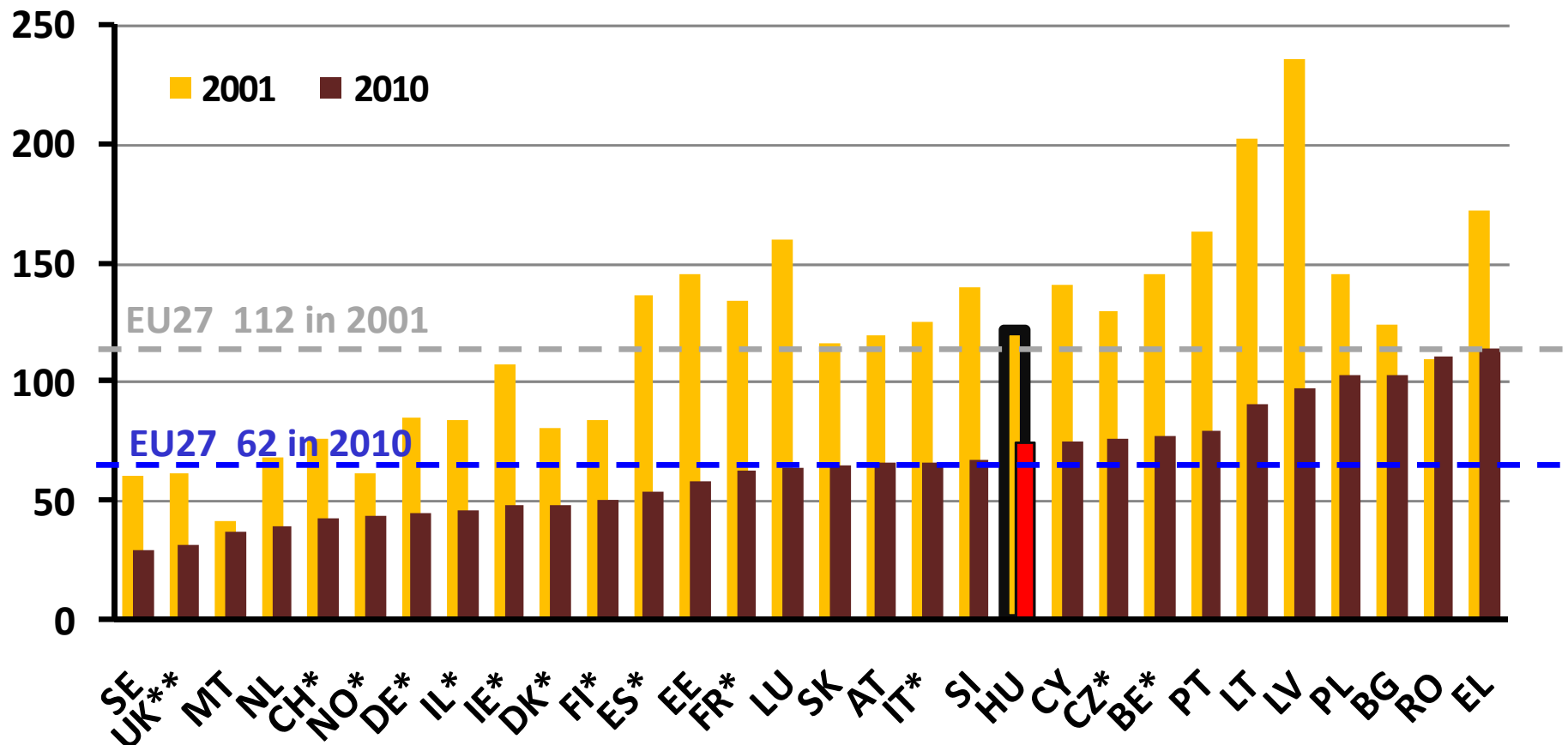
Reduction in road deaths per year since 1970 (**EU15**)
and since 1990 (**EU27**, **EU10** and **BG&RO**)



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?

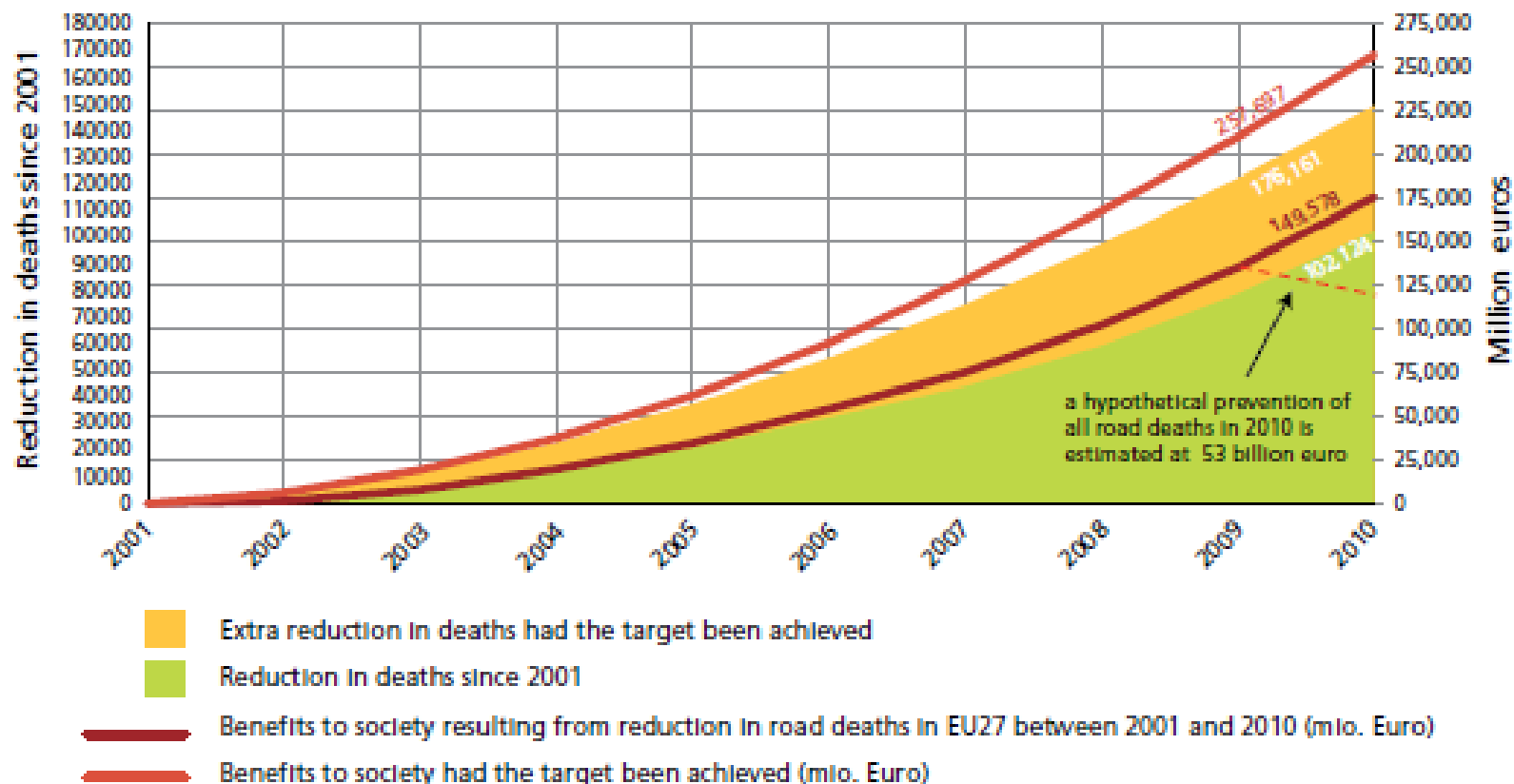
- No-one can put a value in euros on saving someone's life, or on saving someone from lifelong disablement
- But we can estimate how much ordinary people would be willing to pay to achieve small reductions in risk to large numbers of road users so that some one of them, whose identity can never be known, 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

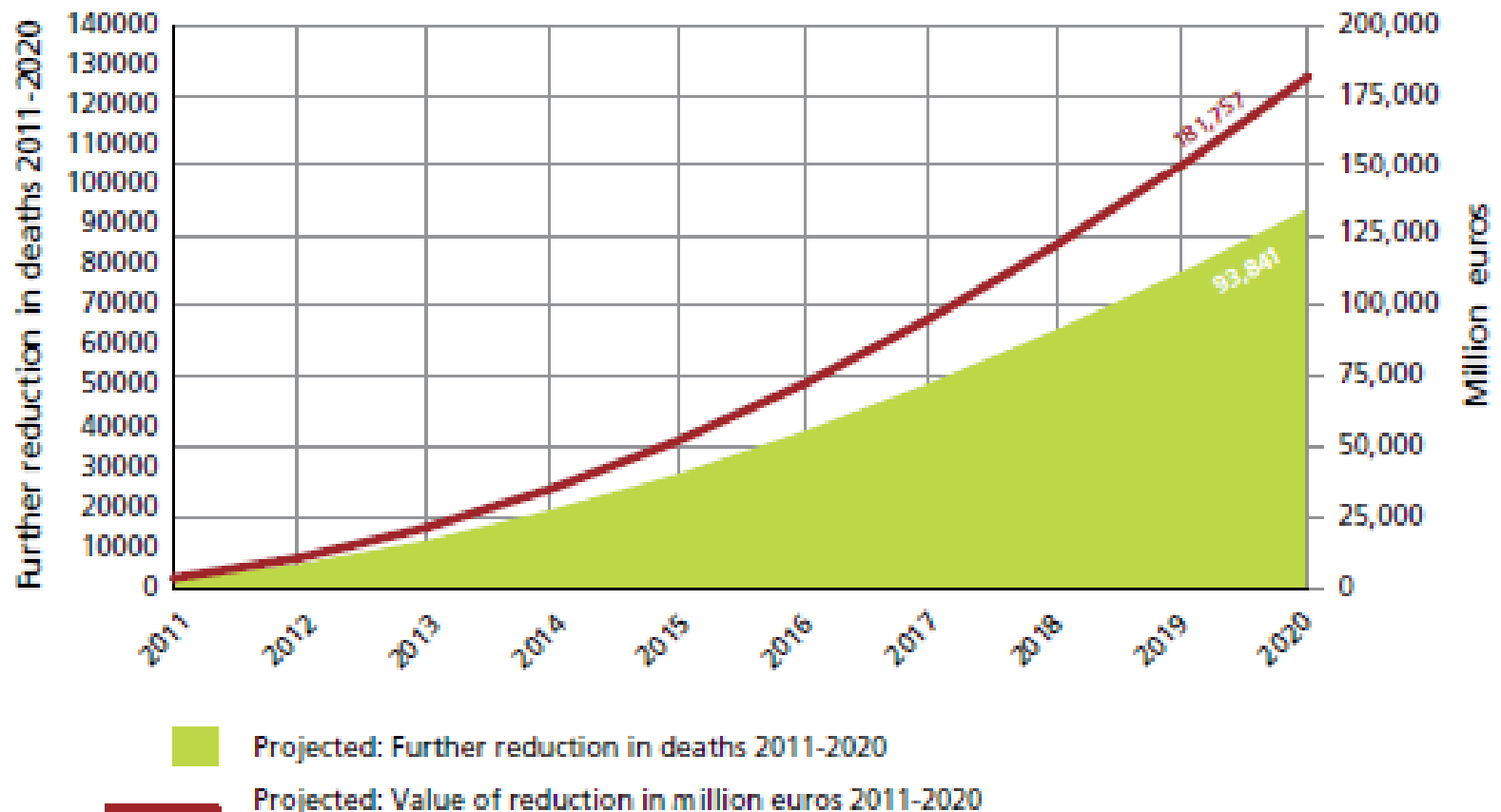
Value of reduction in deaths since 2001

- 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

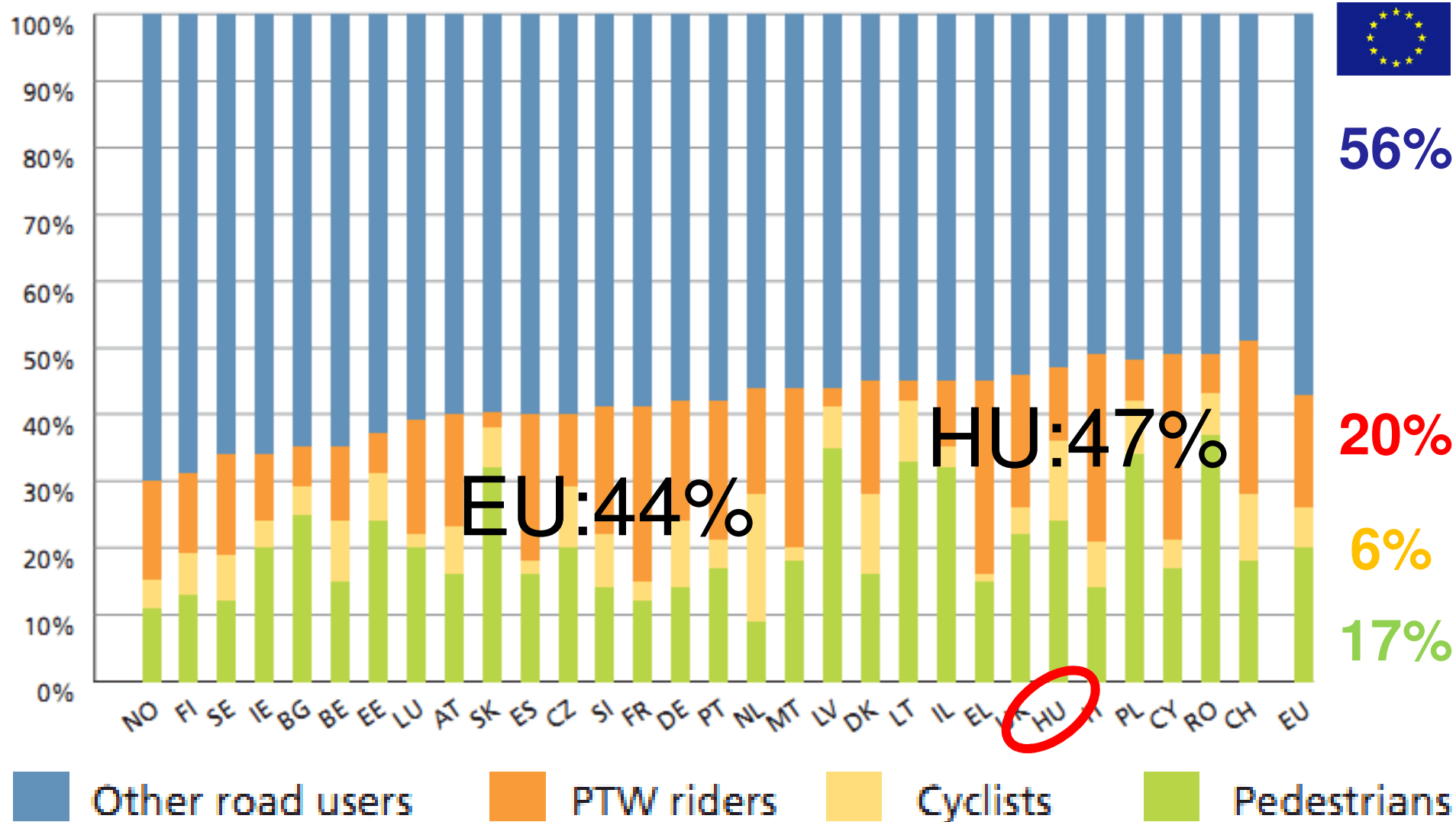
- Applying the VPF year by year to the reduction in road deaths in EU-27 in 2011-2020 compared with 2010 if the 2020 target were achieved (by equal annual % reductions) gives a further value to society of **€182 billion**



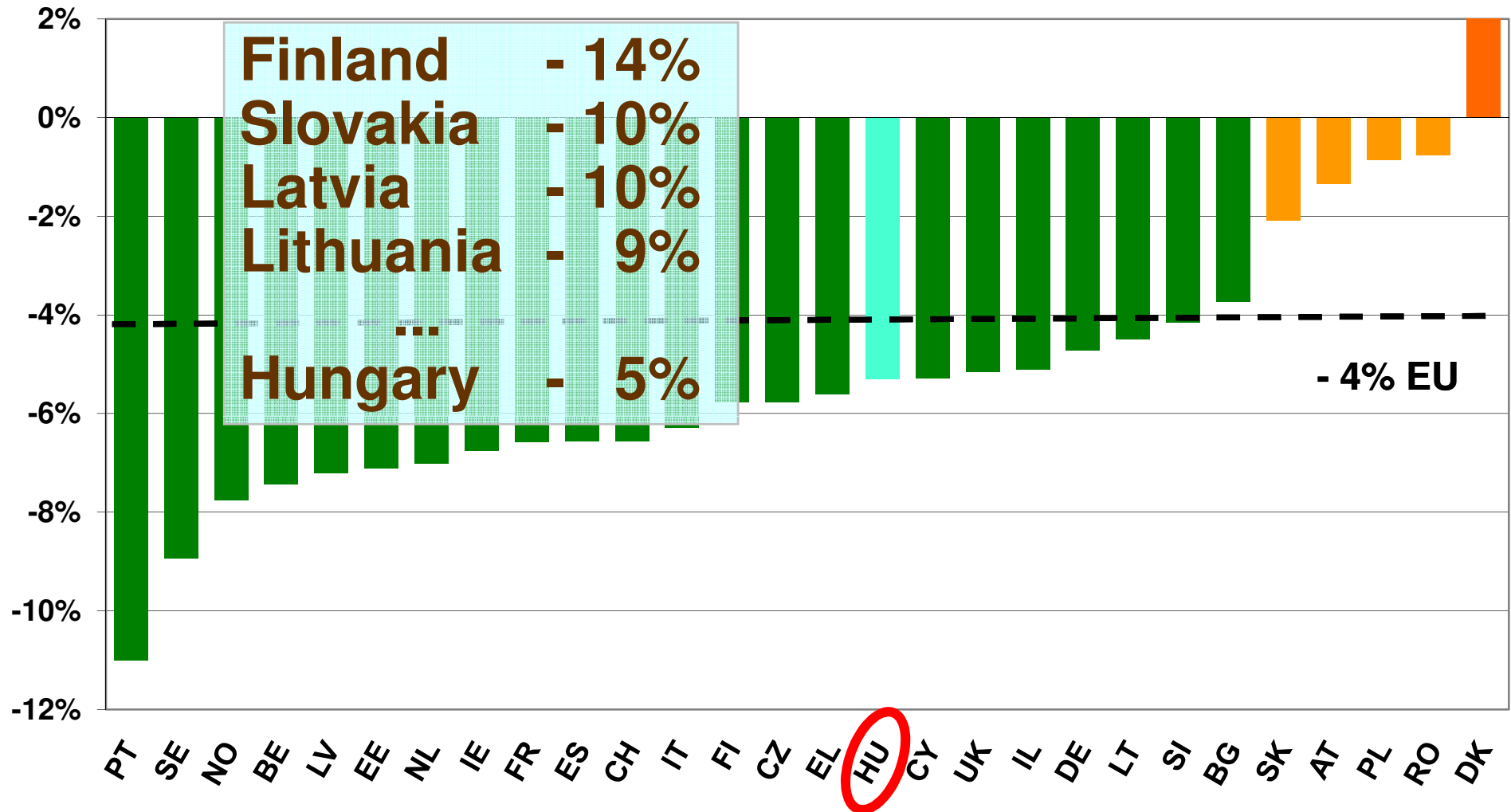
PIN Report main results

- *Chapter 1: 2010 Road Safety Outcome*
- Chapter 2: Unprotected road users
- Chapter 3: Deaths on rural roads

44% of all deaths are unprotected users



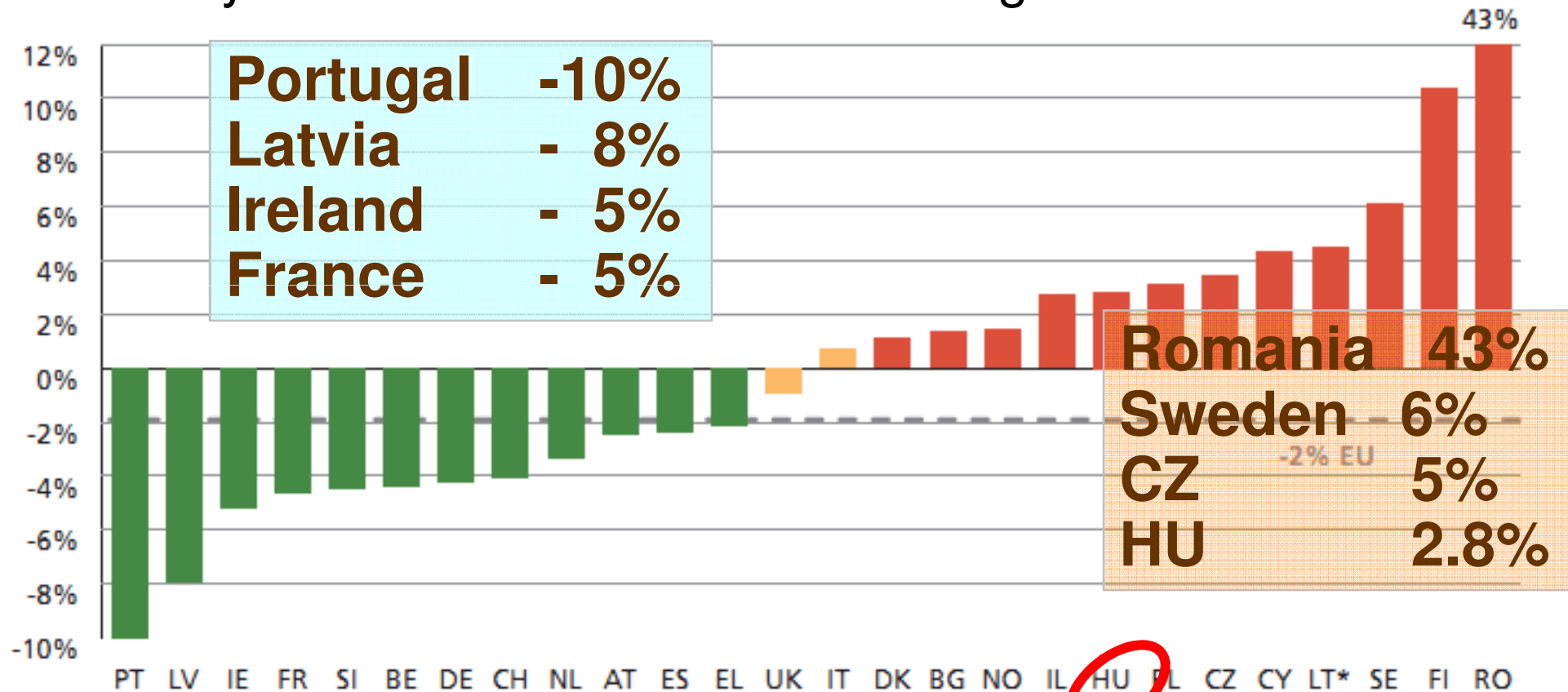
Reduction in pedestrian deaths



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

Change in road deaths among PTWs

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



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....

- ETSC (2011), 5th PIN Report,
<http://www.etsc.eu/PIN-publications.php>

To come:

- PIN Flash deaths among young people (Autumn 2011)

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Thank you for your attention