



Road Deaths as Externalities of Transport

Chapter 2

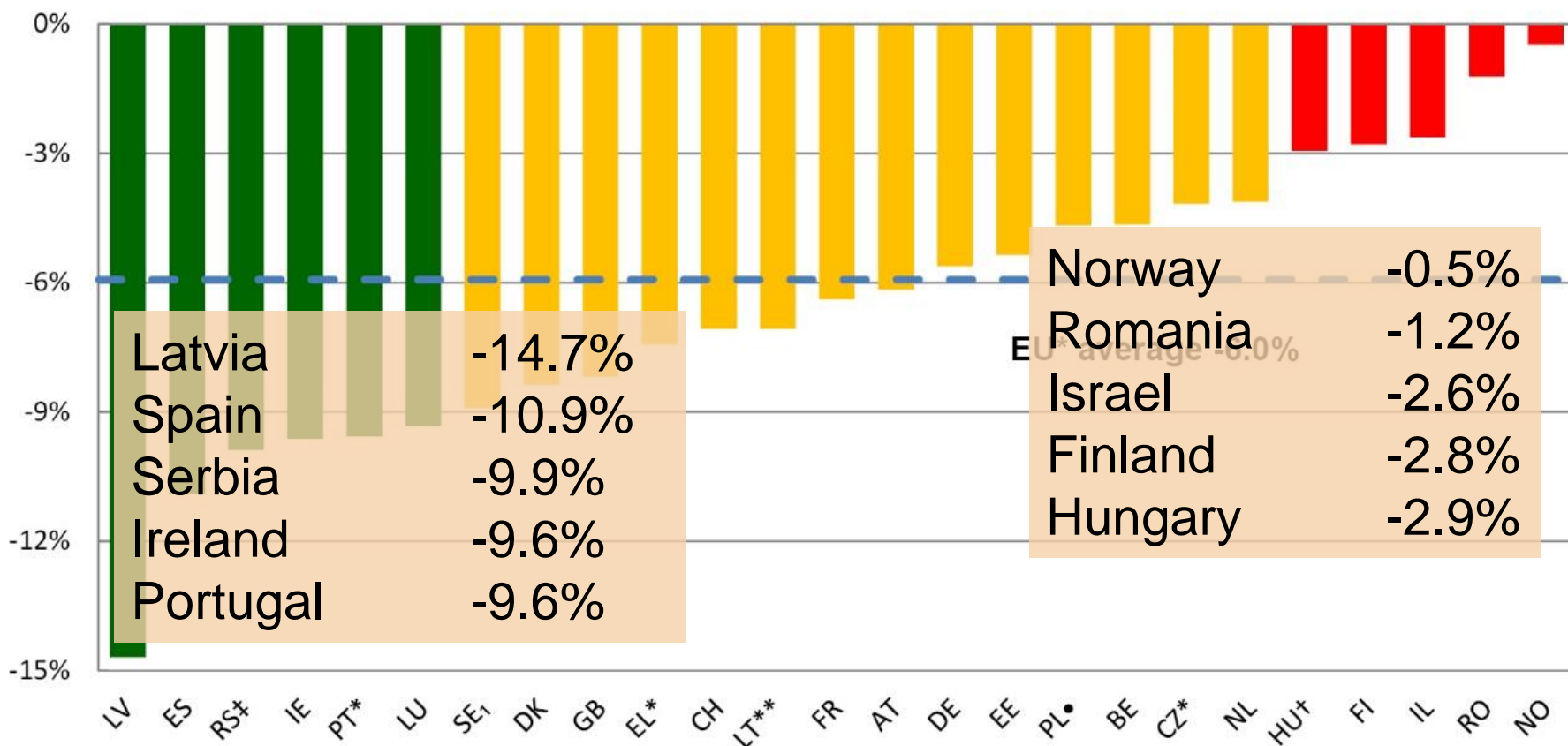
7th Road Safety PIN Report

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Deaths in collisions with goods and passenger vehicles

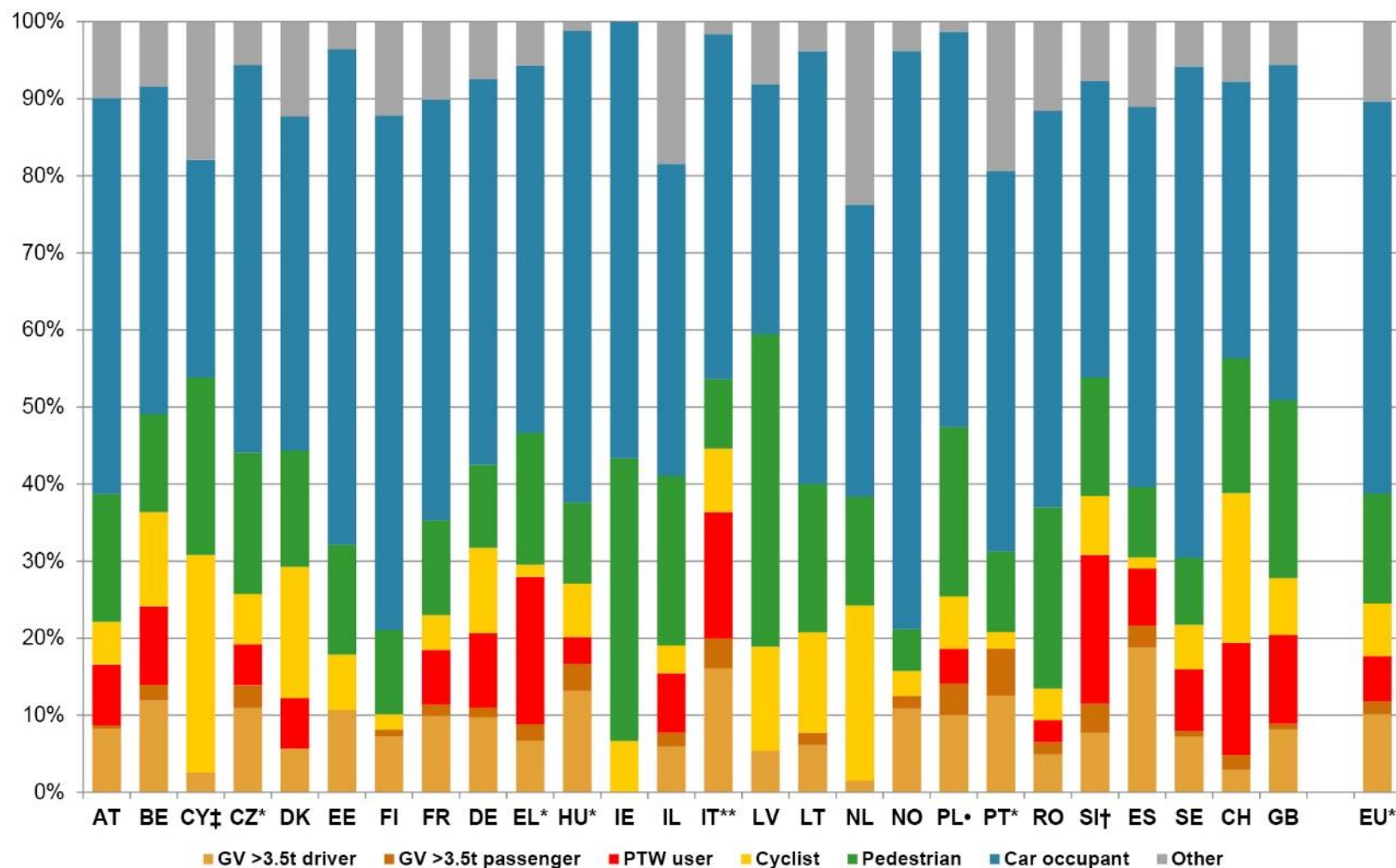
- Free movement of people and goods among the 4 fundamental freedoms in the EU
- Vehicles with larger mass than 'other' road users > higher mechanical momentum (mass*speed) so the collisions are more severe than normal

4,173 road deaths in collisions with HGVs

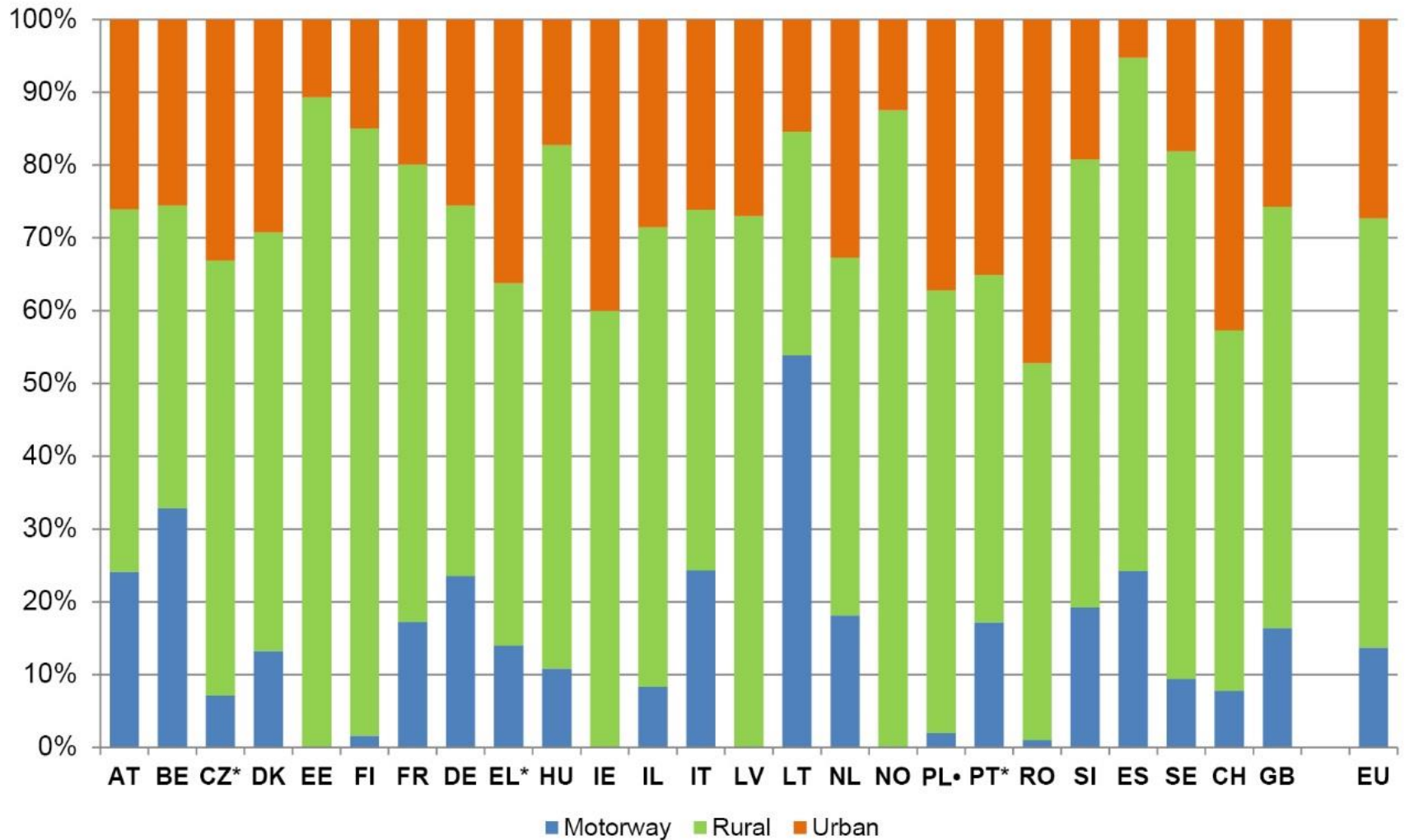


Average annual percentage change between 2001 and 2011 in the number of road deaths in collisions involving a goods vehicle with a maximum permitted weight larger than 3.5 tonnes.

HGV deaths by road user

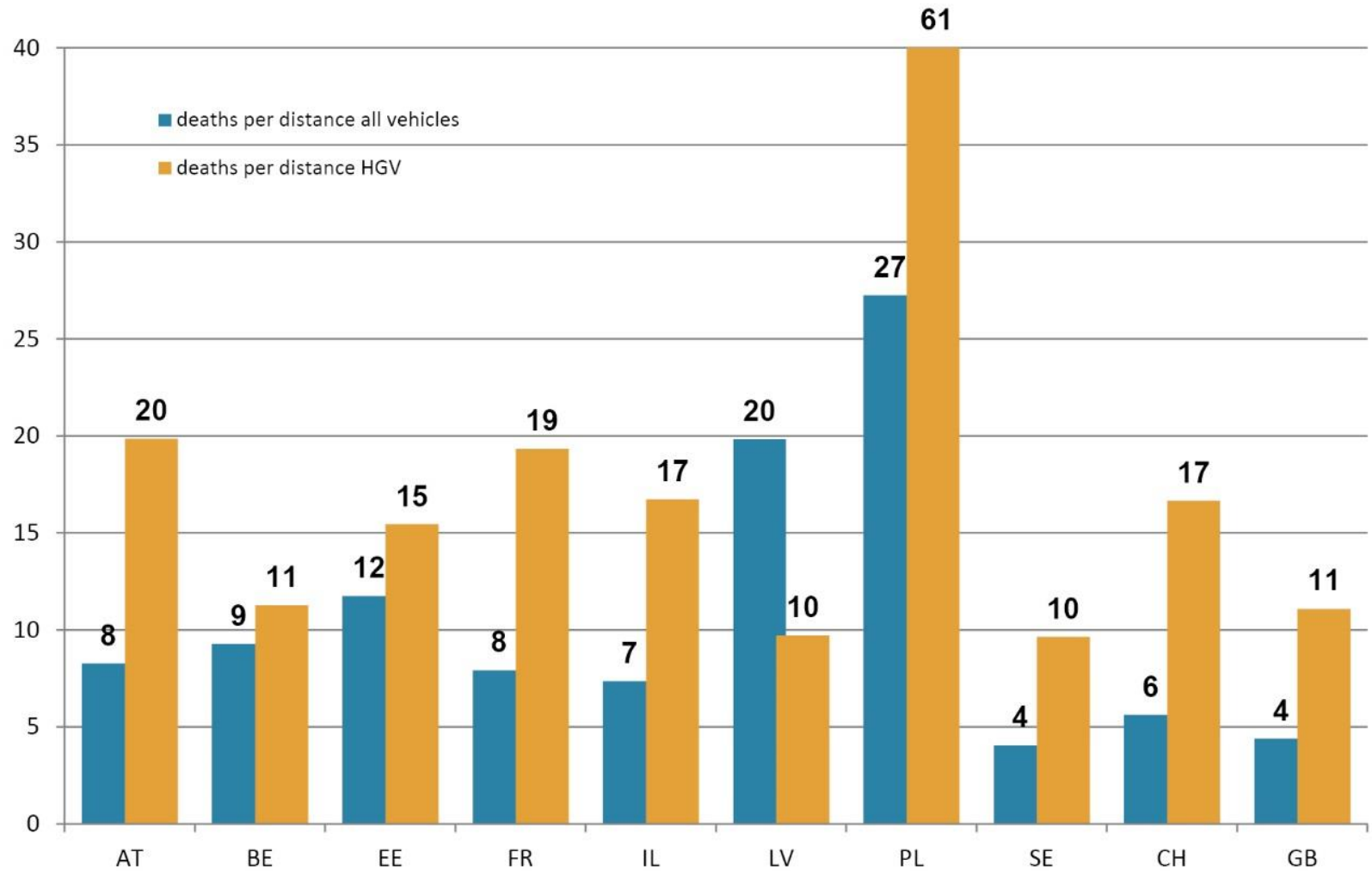


HGV deaths by type of road

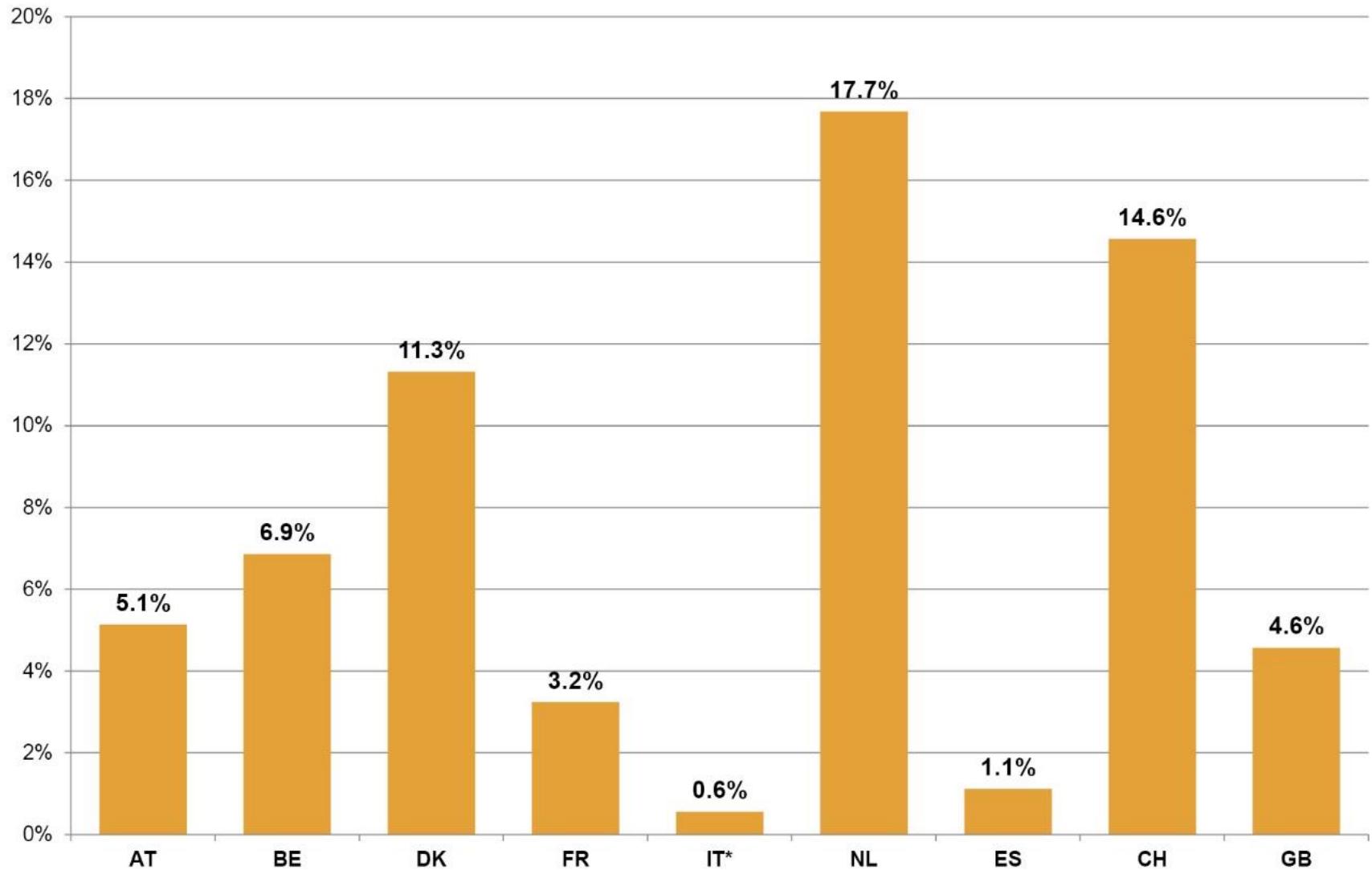


13% on motorways, 59% rural roads, 28% urban roads

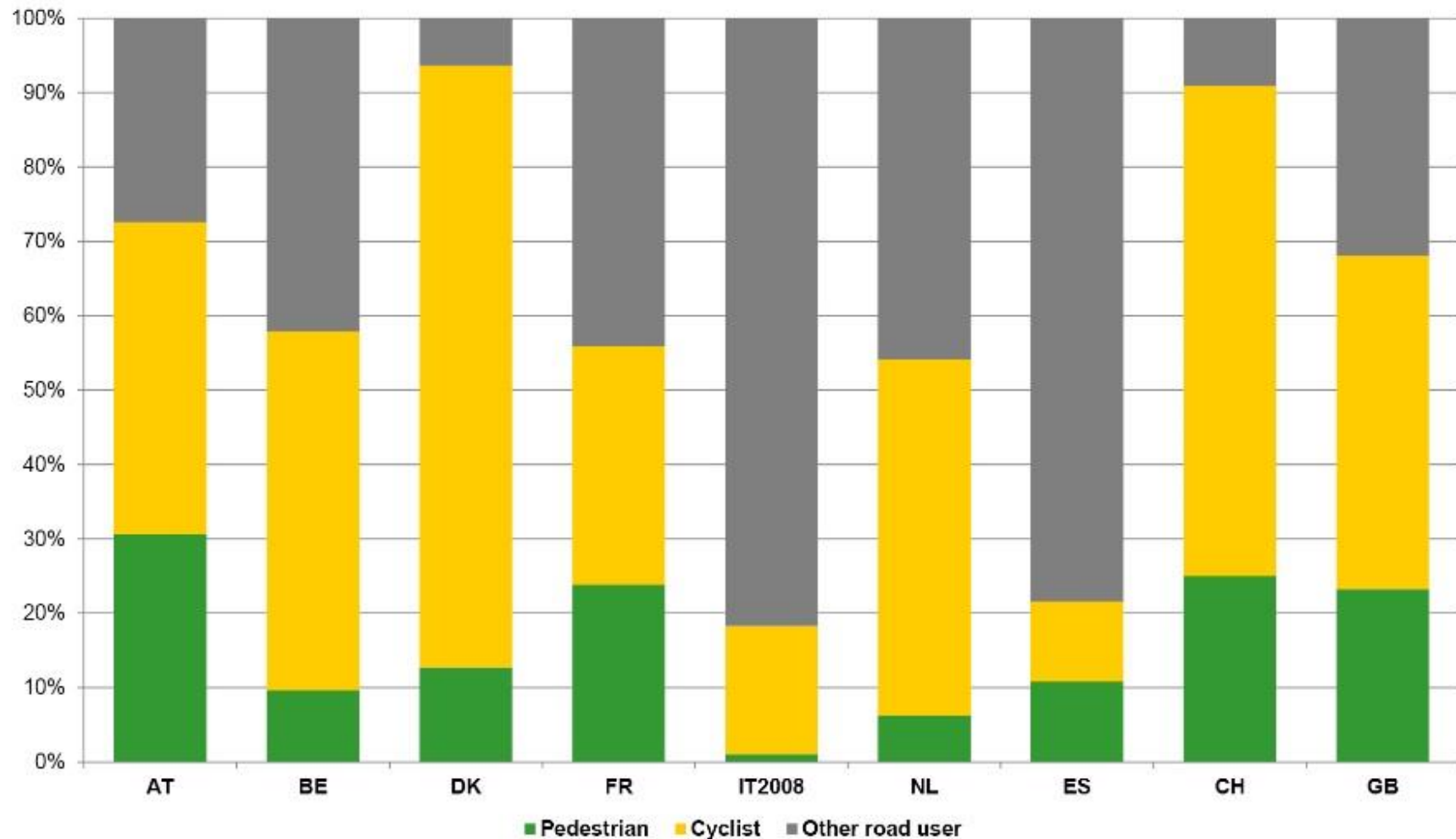
HGV deaths by distance travelled



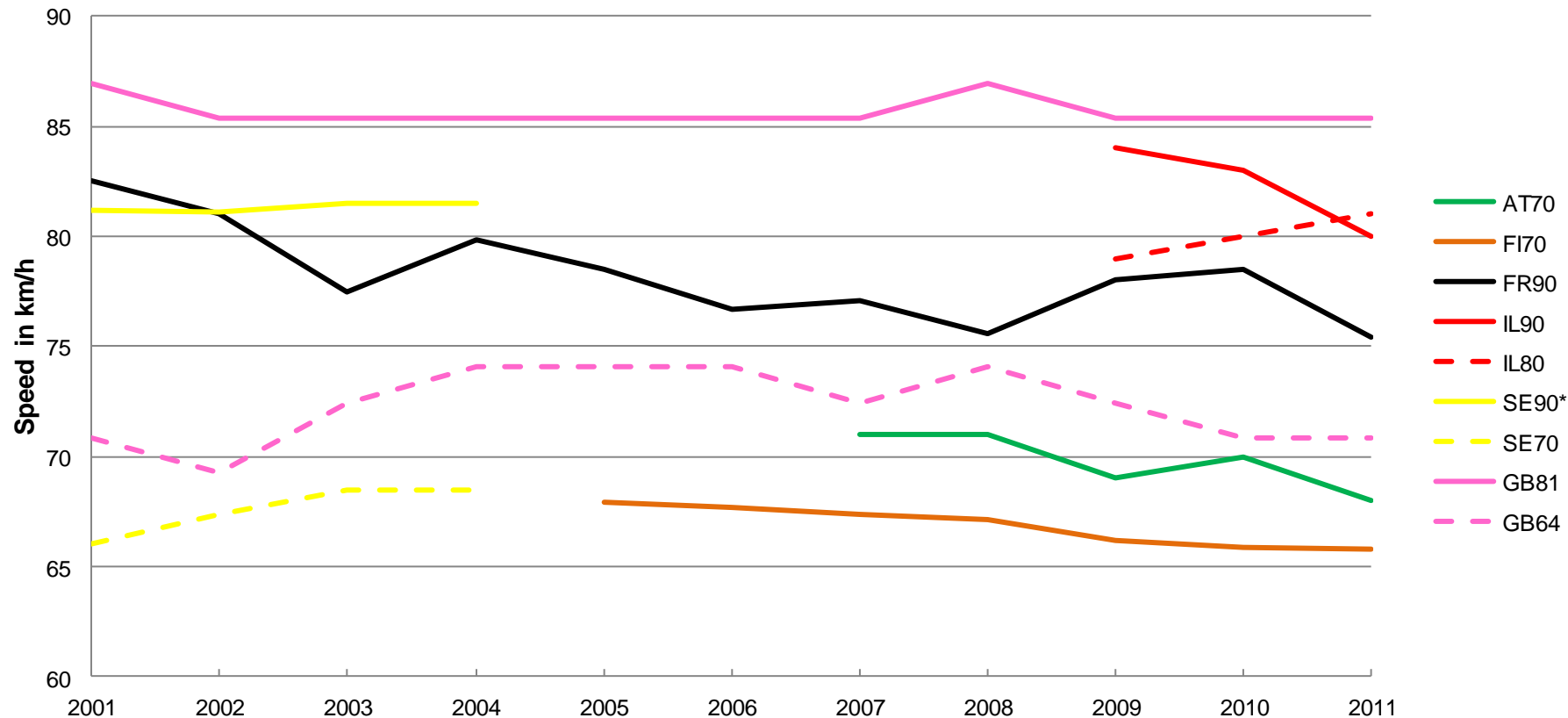
Percentage of HGV deaths involving a nearside turn



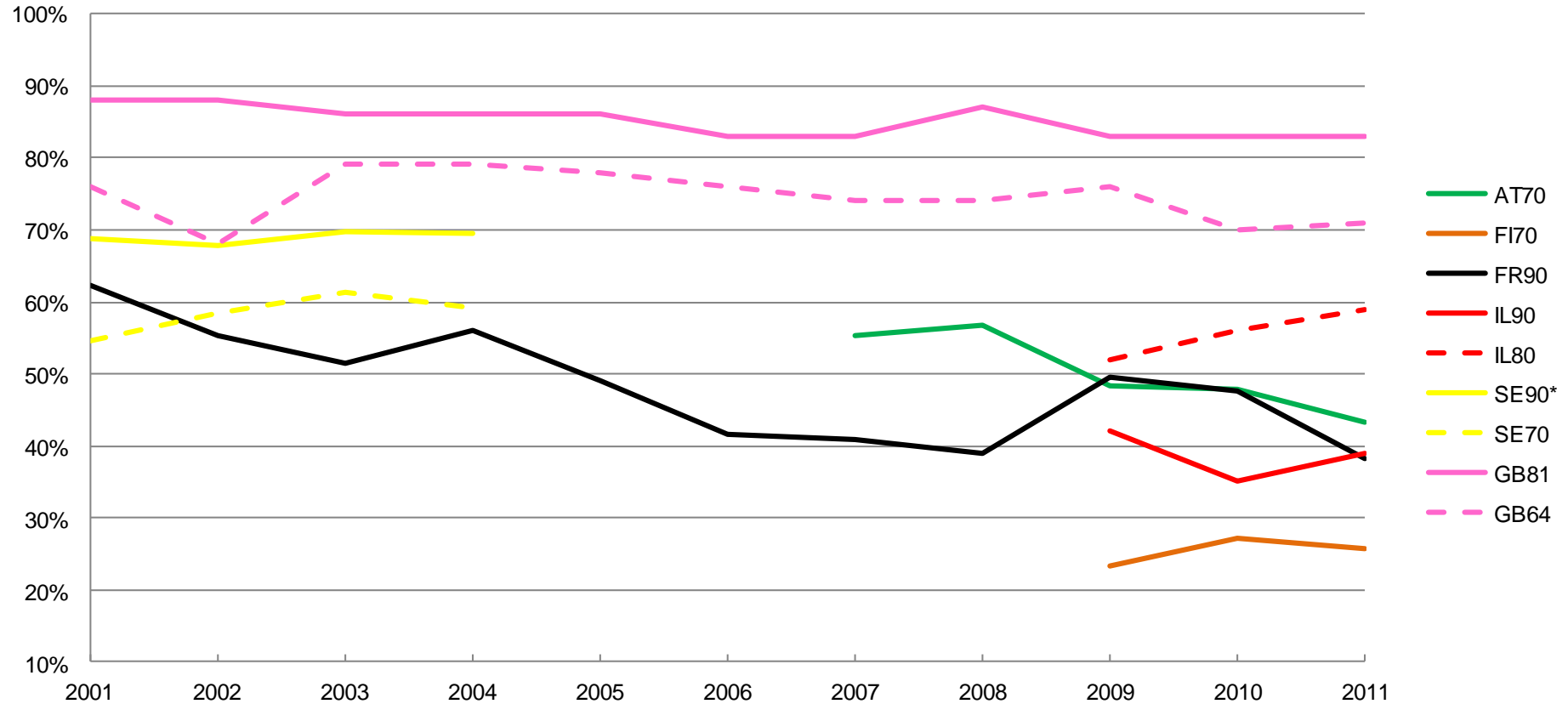
Killed or seriously injured in nearside turn collision



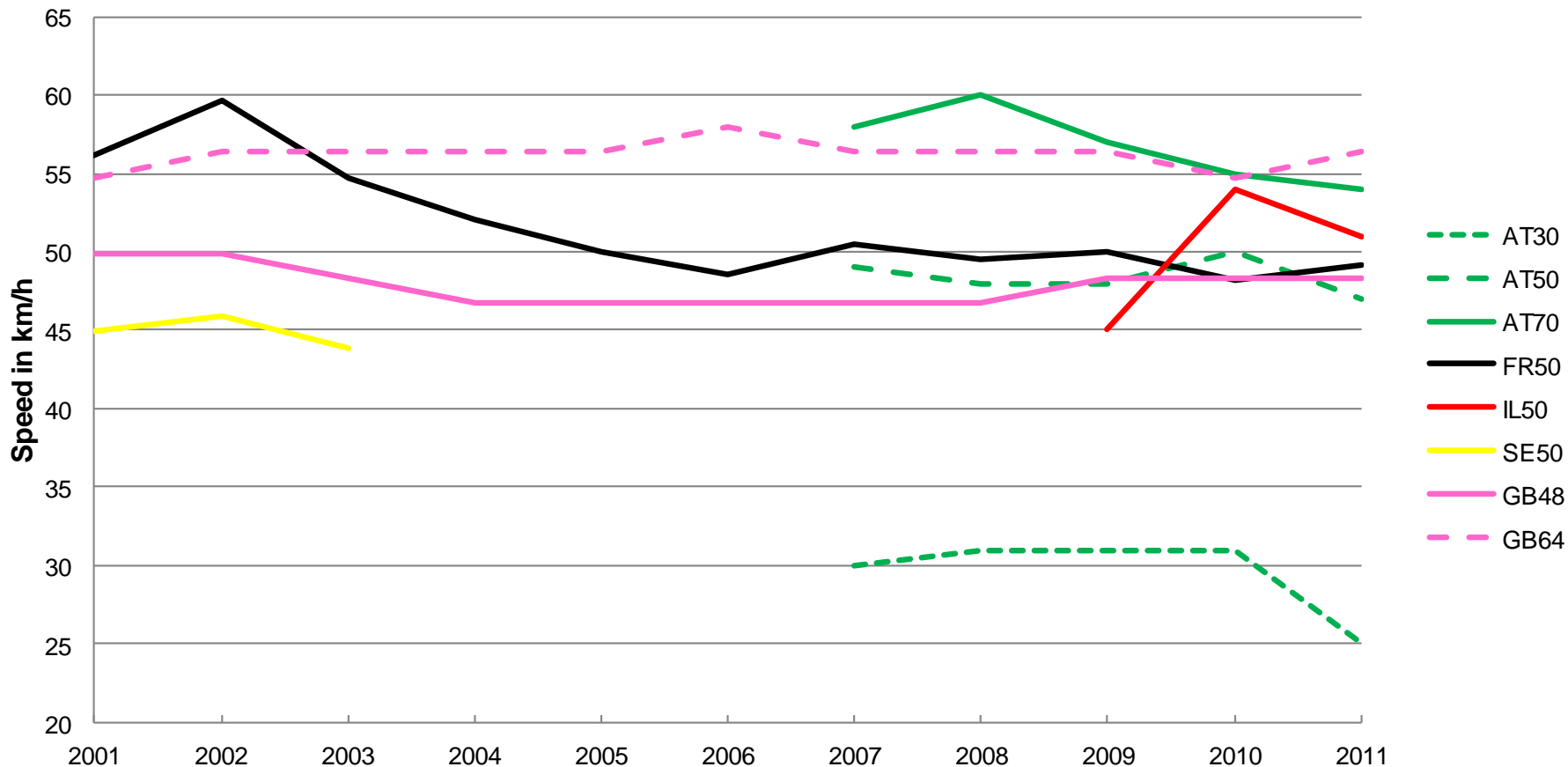
HGV mean speed on rural roads



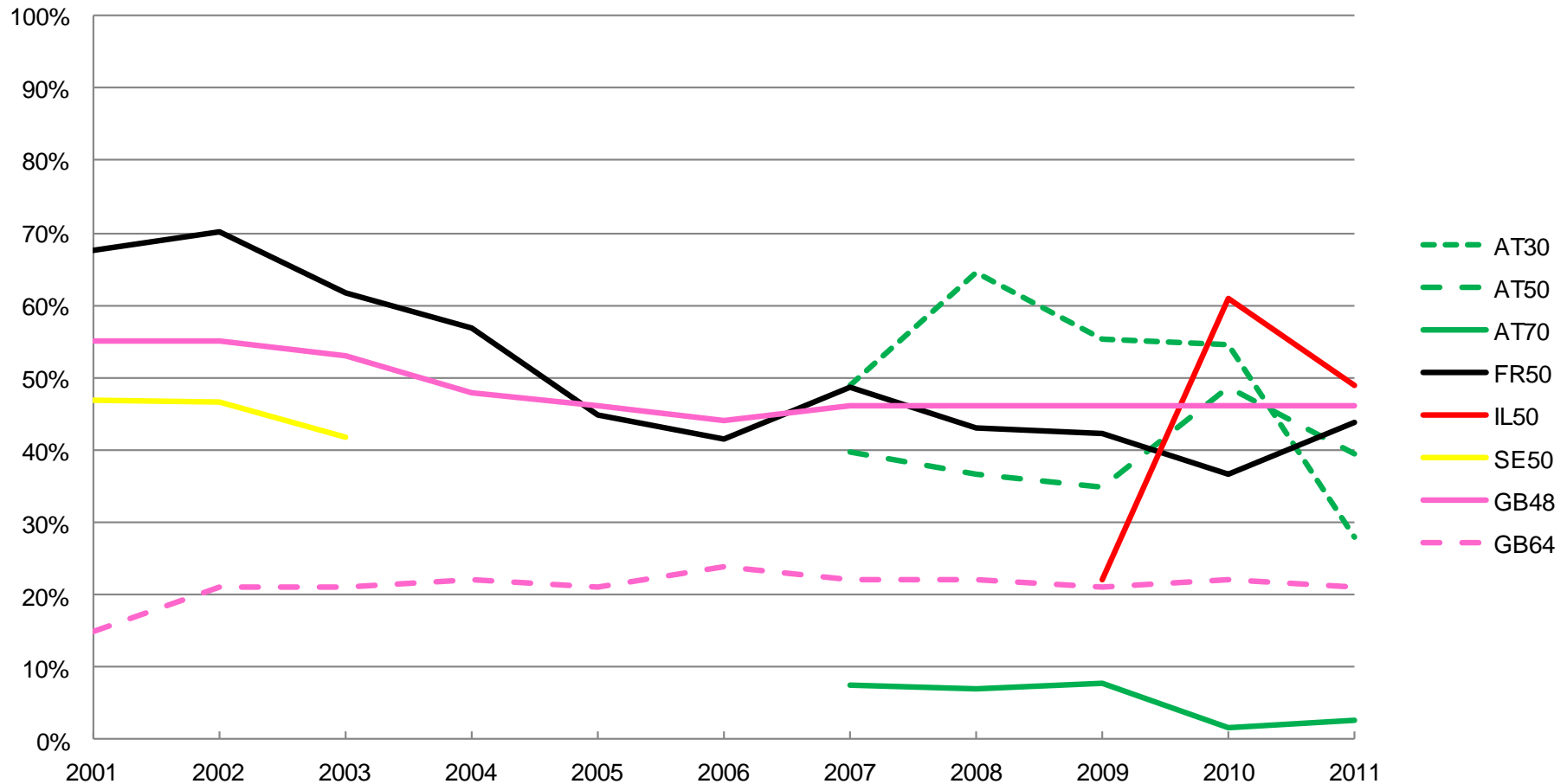
HGVs exceeding speed limit on rural roads



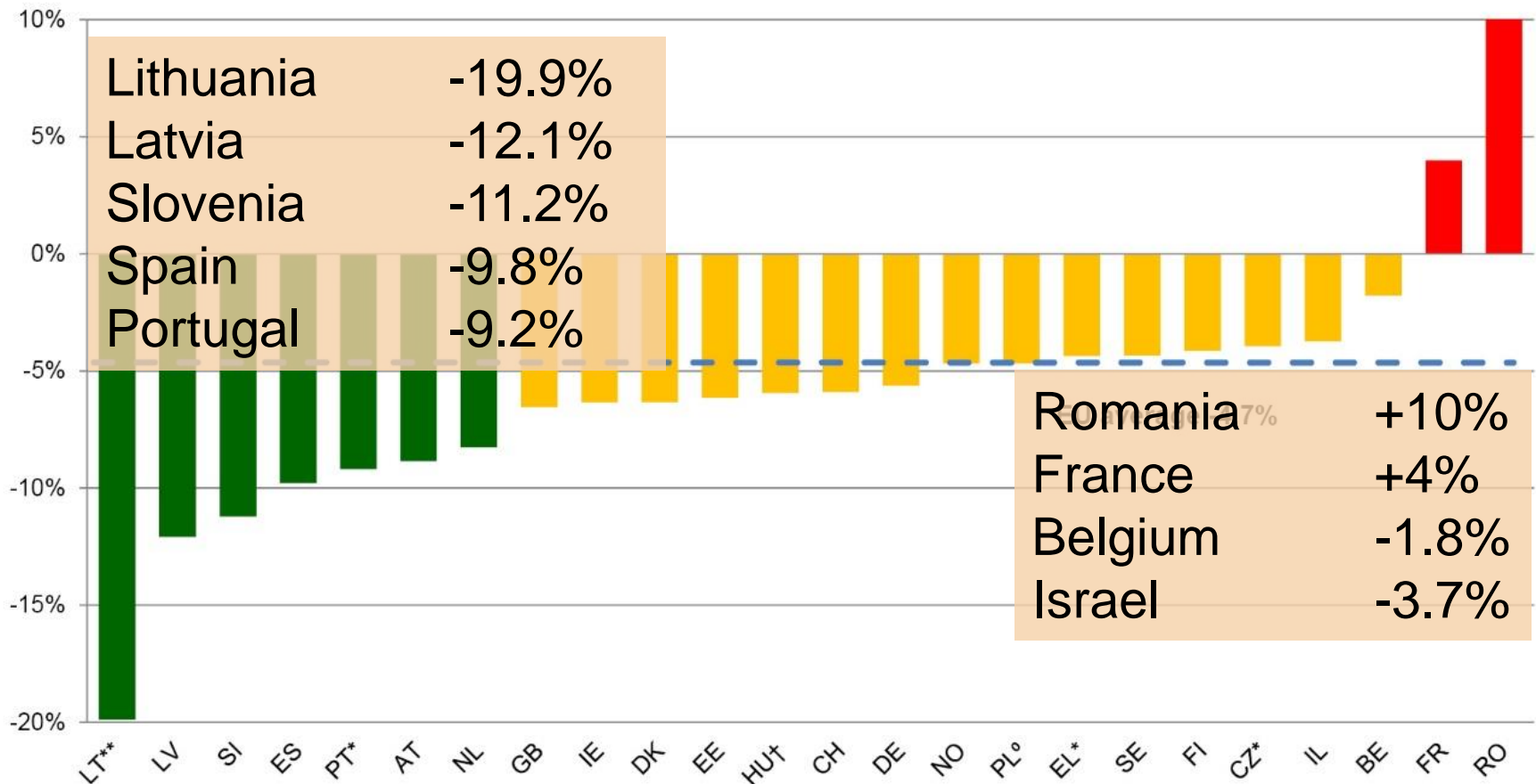
HGV mean speed on urban roads



HGVs exceeding speed limit on urban roads

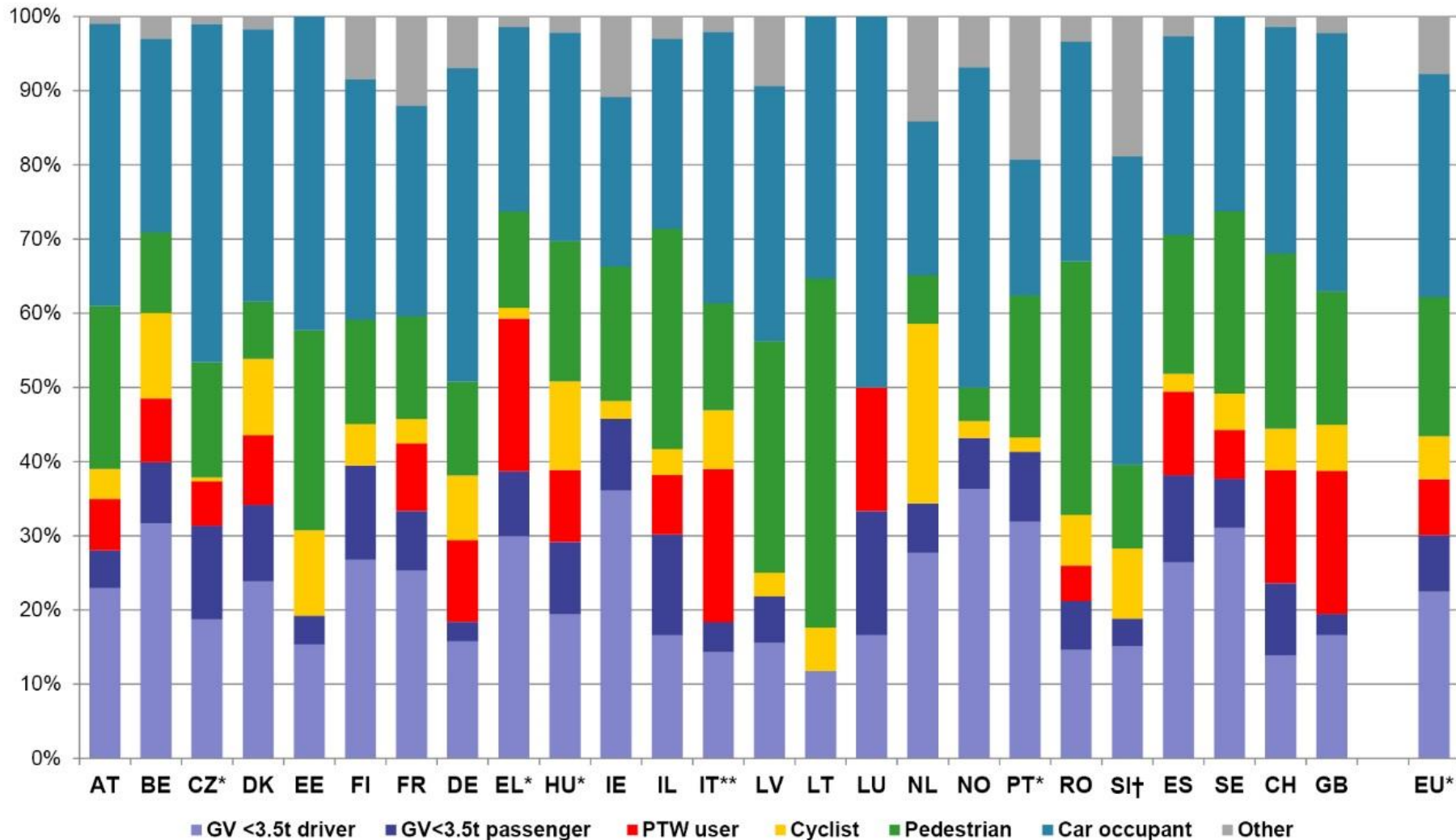


3,919 road deaths in collisions with LGVs



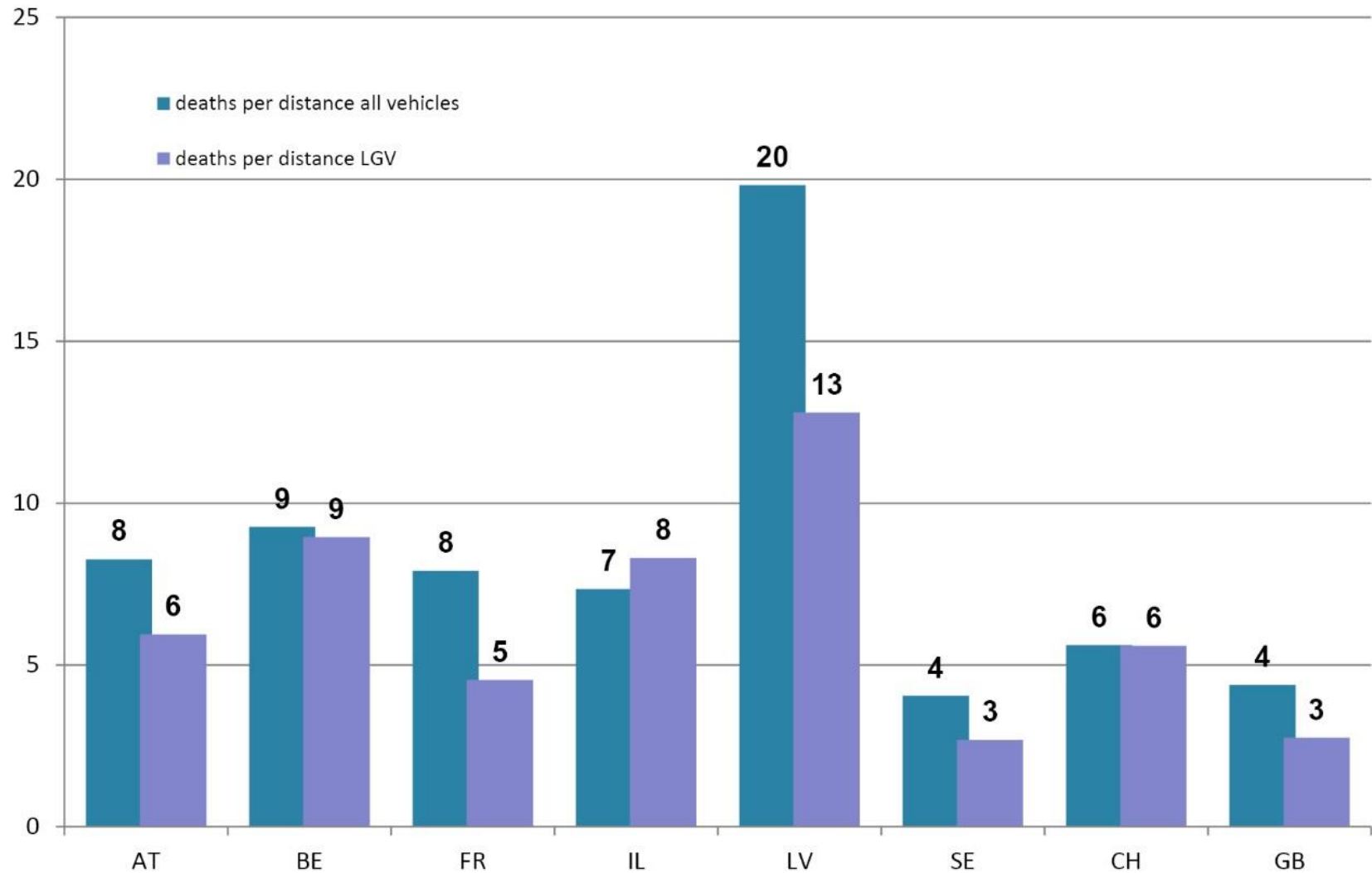
Average annual percentage change between 2001 and 2011 in the number of road deaths in collisions involving a goods vehicle with a maximum permitted weight below 3.5 tonnes.

LGV road deaths by road user

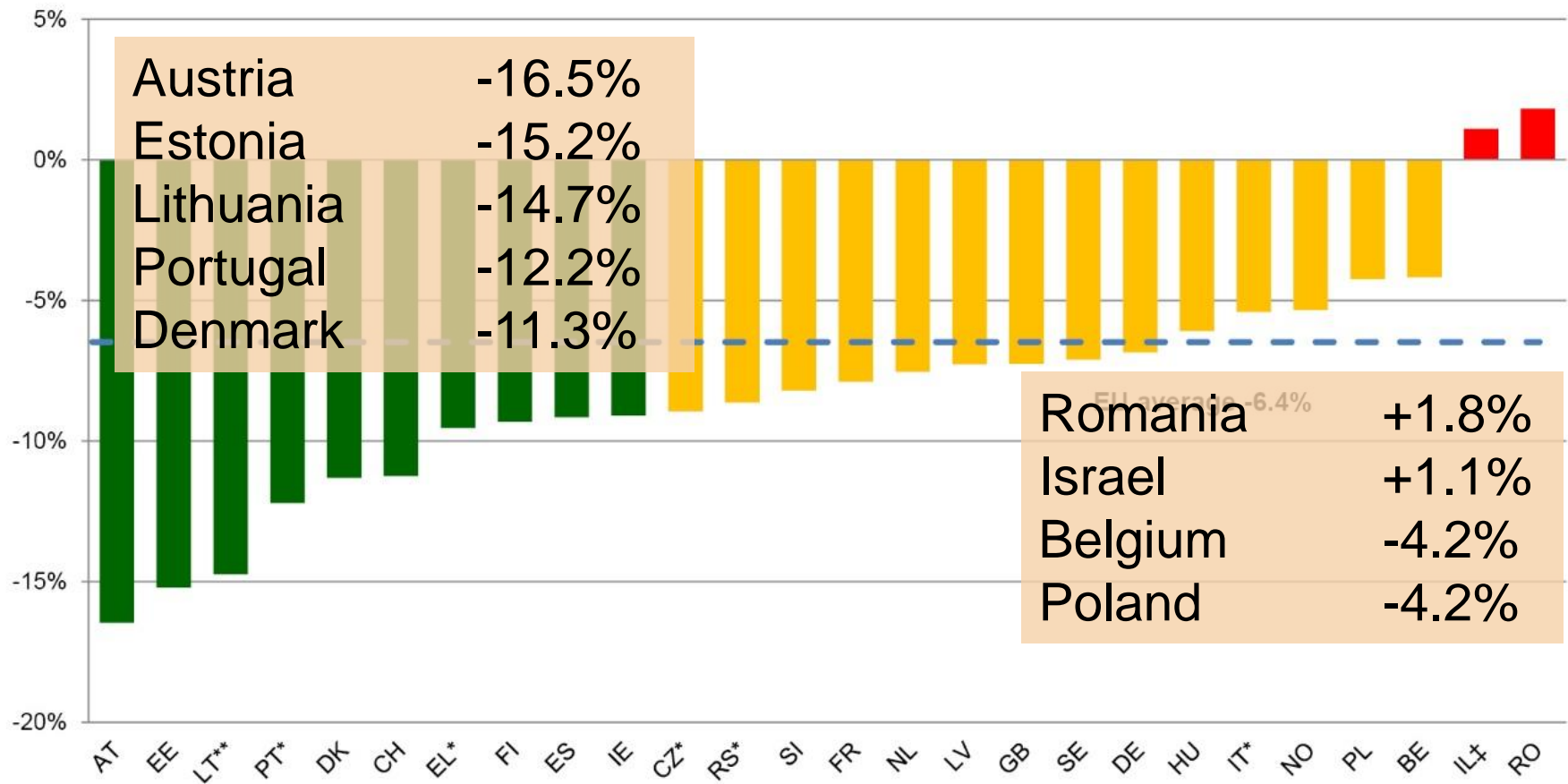


22% LGV drivers, 8% LGV passengers, 8% PTWs, 6% cyclists, 19% pedestrians, 30% car occupants

LGV deaths by distance travelled

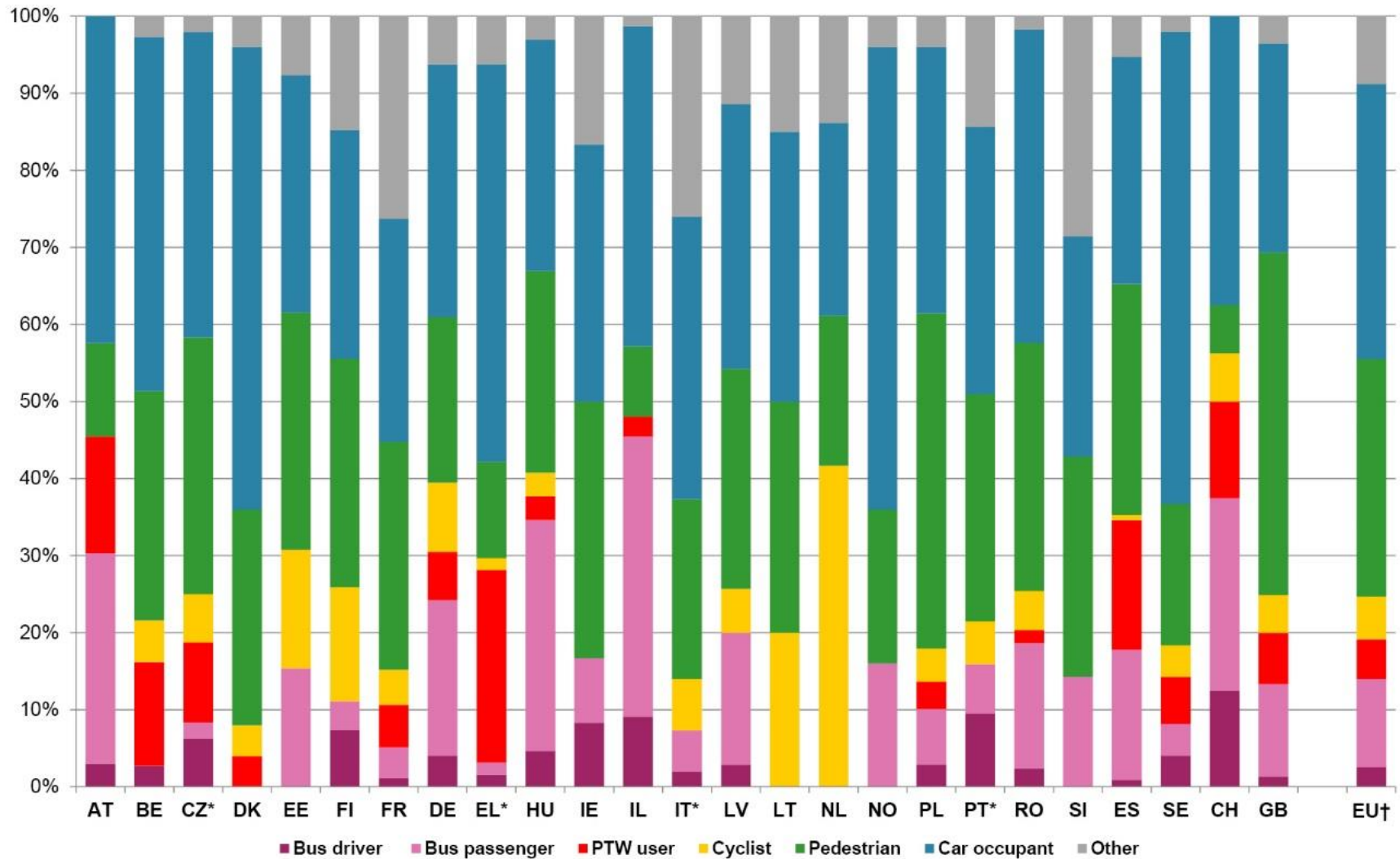


722 road deaths in collisions with buses or coaches



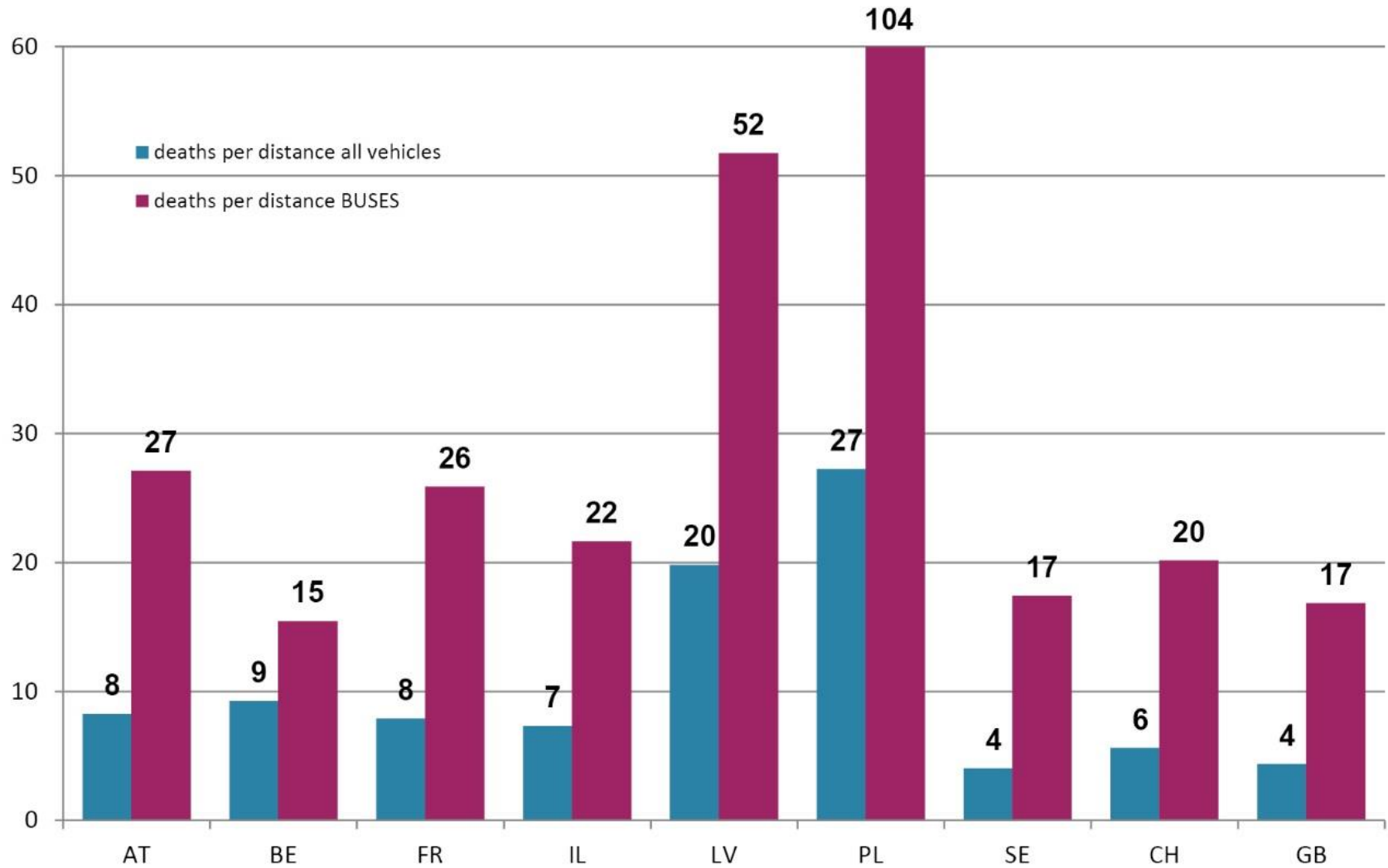
Average annual percentage change between 2001 and 2011 in the number of road deaths in collisions involving a bus, coach or trolley.

Bus/coach road deaths by road user



3% bus drivers, 11% bus passengers, 5% PTWs, 6% cyclists, 31% pedestrians, 36% car occupants

Bus/coach deaths by distance travelled



ETSC Recommendations to the EU (1)

- The three main killers on the roads (speed, alcohol, seatbelts)
 - Encourage Member States implement best practices in enforcement, with particular reference on goods vehicles and buses;
 - Contribute to the development of harmonised standards for Intelligent Speed Assistance (ISA) towards eventual universal fitment, including to goods vehicles and buses;
 - Monitor implementation of the professional driver training Directive and provide support to Member States to train drivers on road safety, speed management in particular;
 - Adopt legislation mandating alcohol interlocks for professional drivers;
 - Ensure that all new goods vehicles and buses have enhanced seatbelt reminders as standard equipment for all occupants, through type-approval legislation.

ETSC Recommendations to the EU (2)

- Fatigue and implementation of driving and resting hours legislation:
 - Make Lane Departure Warning Systems and Advanced Emergency Braking Systems mandatory for goods and passengers vehicles through type approval legislation;
 - Work towards achieving a harmonised approach to tachograph checks and driving time rules;
 - Make safe and secure rest facilities a long-term commitment, including annual objectives and provide funding for achieving them

ETSC Recommendations to Member States

- The three main killers on the roads (speed, alcohol, seatbelts):
 - Enforce compliance with speed limits through *i.a.* installation of safety cameras;
 - Adopt zero tolerance of drink driving for professional drivers and raise enforcement levels;
 - Adopt legislation mandating the use of alcohol interlocks for professional drivers
 - Increase enforcement of seatbelt wearing;
- Fatigue and implementation of driving and resting hours legislation:
 - Provide safe parking and resting spaces on routes with goods vehicles and bus traffic;
 - Provide adequate resources for enforcement of tachograph and drive time rules;
 - Implement severe, dissuasive and deterrent sanctions for fraud;
 - Establish a risk monitoring system to include tachographs as well as other areas of risk

Thank you for your attention

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