

A European perspective on road safety 2001-2020

Mircea Steriu, ETSC PIN Programme Officer
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ETSC's Road Safety PIN

is a programme to benchmark European countries' road safety performance using data that exists now

- ETSC recognises that establishing comparable performance indices and achieving regular measurement are themselves a challenge
- ETSC is therefore grateful to the **Swedish Road Administration**, **Norwegian Public Roads Administration**, **Volvo Group & Volvo Trucks** and **Toyota Motor Europe** for their sponsorship of ETSC in taking up this challenge

PIN works through ...

- a well-placed expert Panellist in each participating country, Peter Hollo, PIN Panellist from Hungary
- ETSC's EU-wide network of over 200 experts
- a Steering Group with members from research organisations, the EC, the PIN sponsors and the ETSC leadership
- a small project team in the ETSC secretariat

PIN is delivering ...

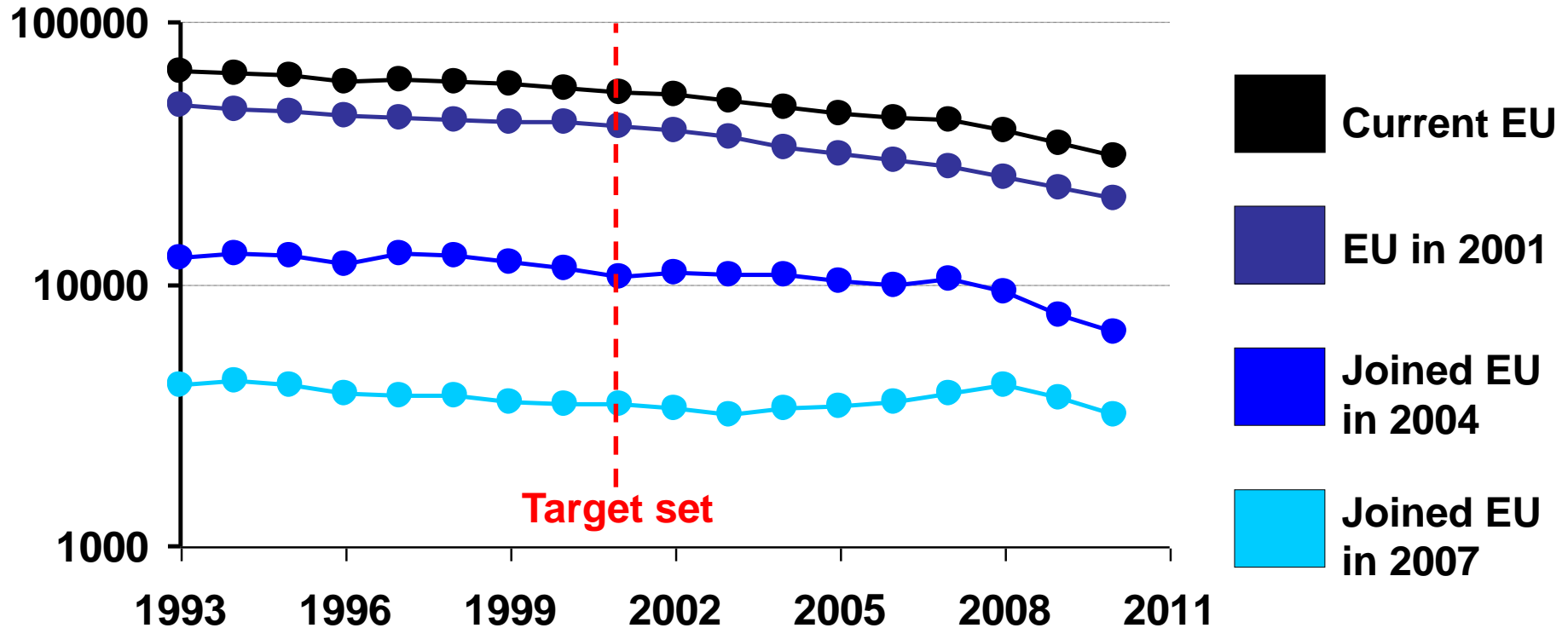
- **Flashes** – profile-raising periodic overviews of specific road safety topics
- **Annual reports** – wider-ranging reviews of aspects of road safety performance, notably performance in reducing deaths
- **An annual international event** – to launch the year's PIN Report and make an Award
- **National events** – PIN Talks in each participating country to encourage that country's road safety effort

Renewed ambition at EU level

- EU target of halving road deaths between 2010 and 2020 => no more than 15,500 deaths in 2020;
- 43% reduction in road deaths between 2001 and 2010;
- High pace of reductions towards the end of the decade: -11% in 2010, -11% in 2009, -8% in 2008;
- Eight countries achieved reductions of 50% or more between 2001 and 2010: Latvia, Estonia, Lithuania, Spain, Luxembourg, France, Slovenia and Sweden;
- 2010 was an exceptionally good year in reducing road deaths

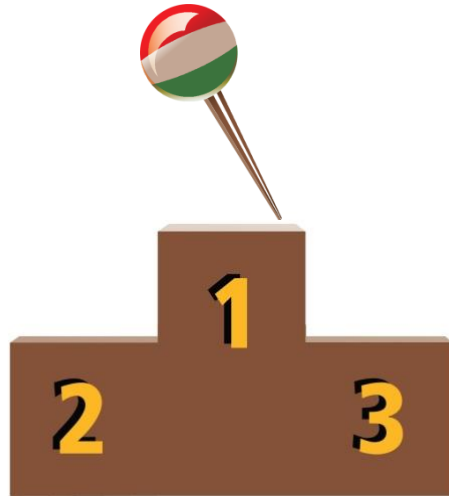
Effect of setting the target in 2001?

Annual numbers of road deaths in the current EU and its parts since 1993



Changes of slope are broadly consistent with
S C Wong & N N Sze (2010) *Safety Science* 48(9) 1182-1188

Road Safety PIN Award 2012



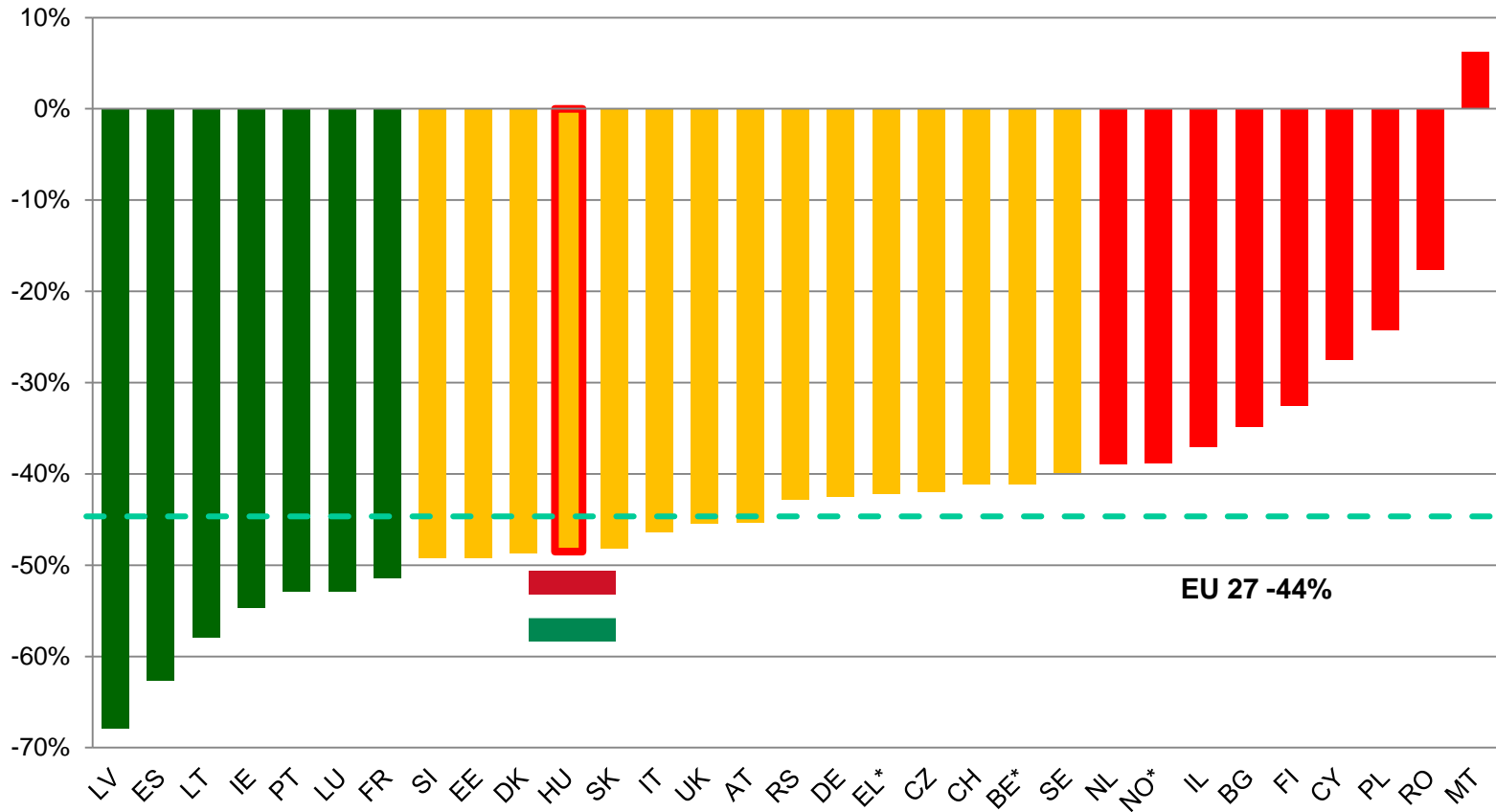
- ✓ Substantial reduction in road deaths since 2001
- ✓ Implementation of comprehensive road safety policies and measures
- ✓ Increased enforcement of major traffic offences

Road Safety PIN Award 2012



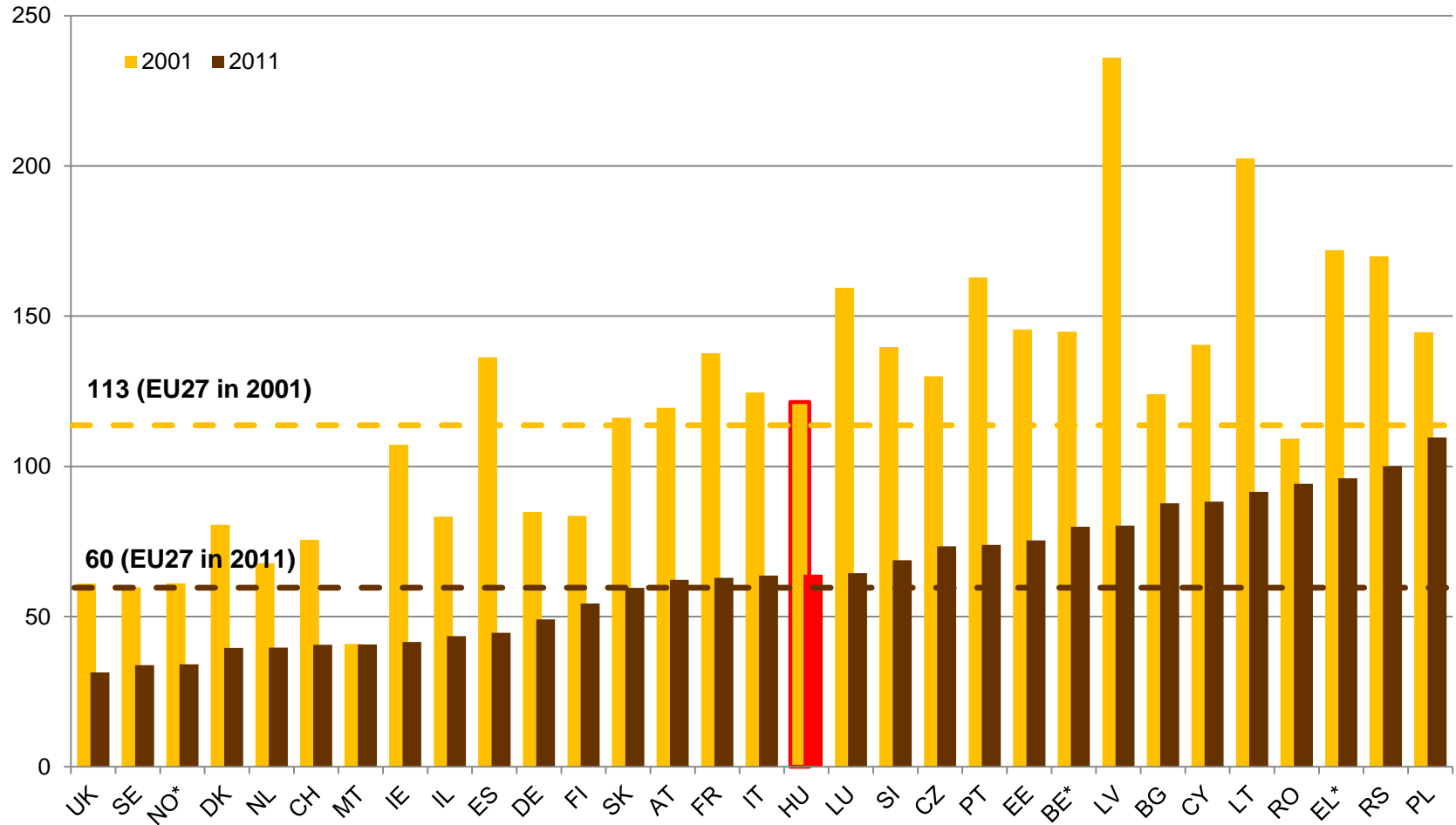
Progress since 2001

Percentage change in road deaths between 2001 and 2011



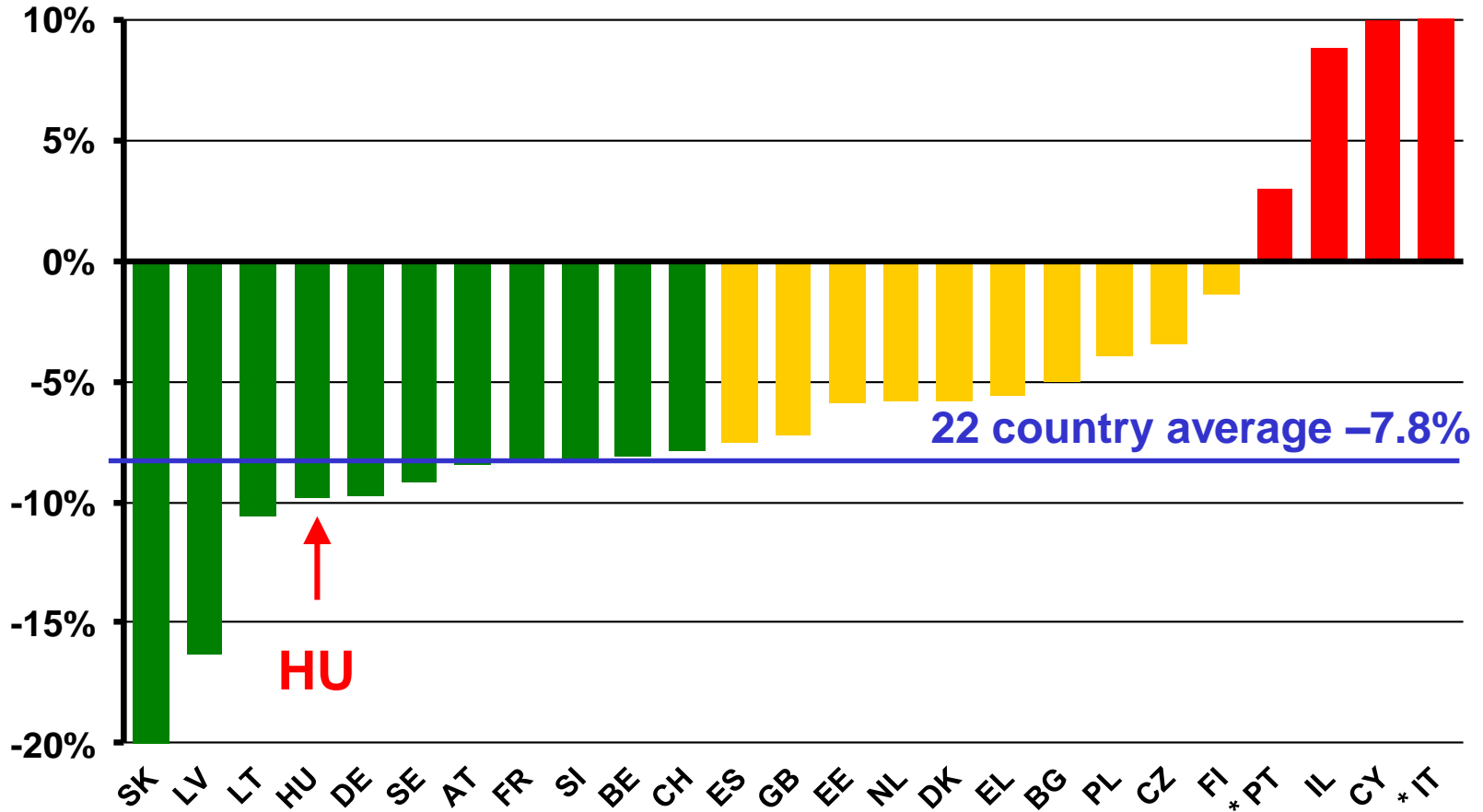
EU 27 -44%

Road deaths per million inhabitants



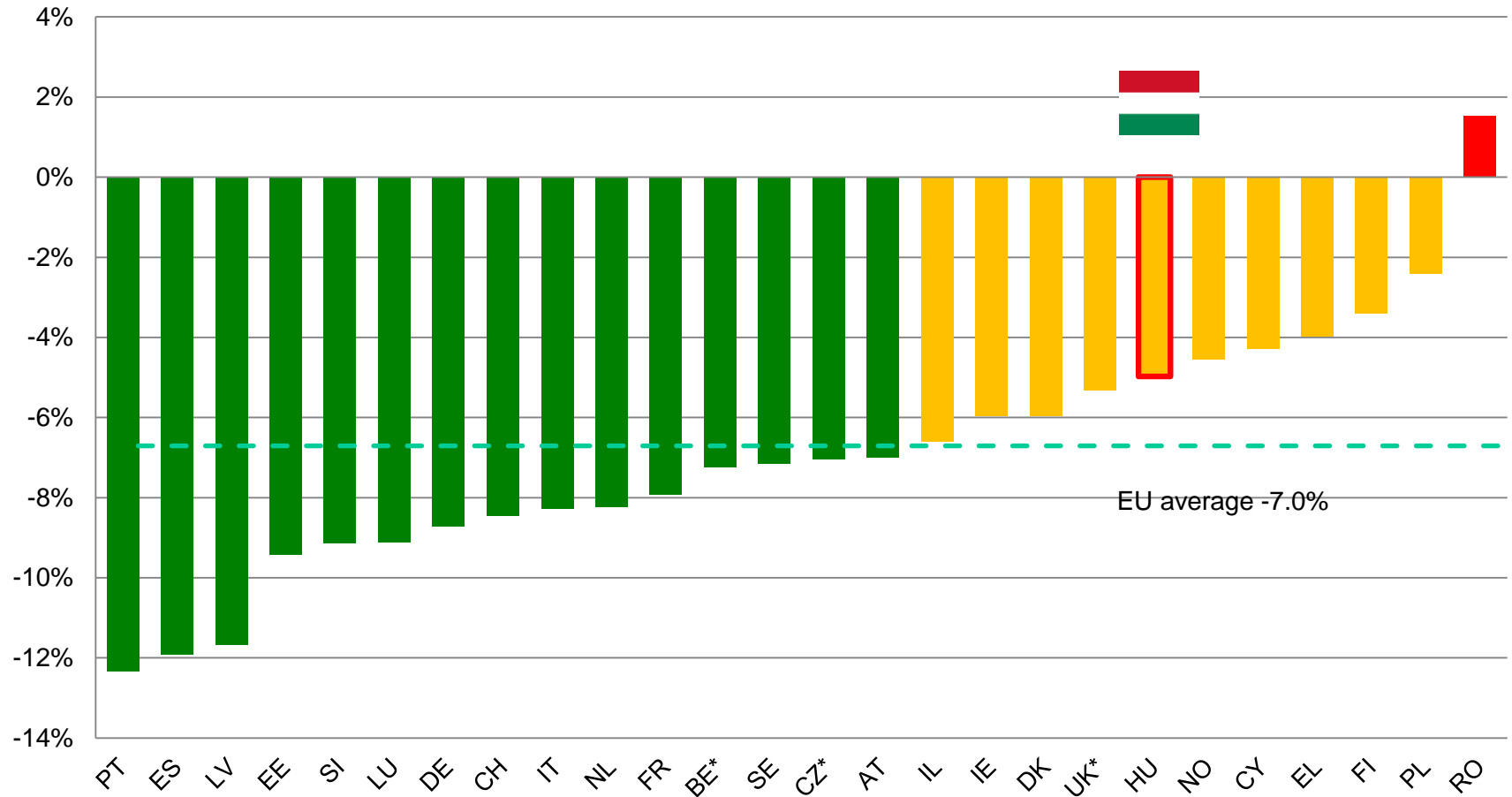
Reducing no. of drink driving deaths

Average annual percentage change in the number of road deaths attributed to drink driving from 2001 to 2010

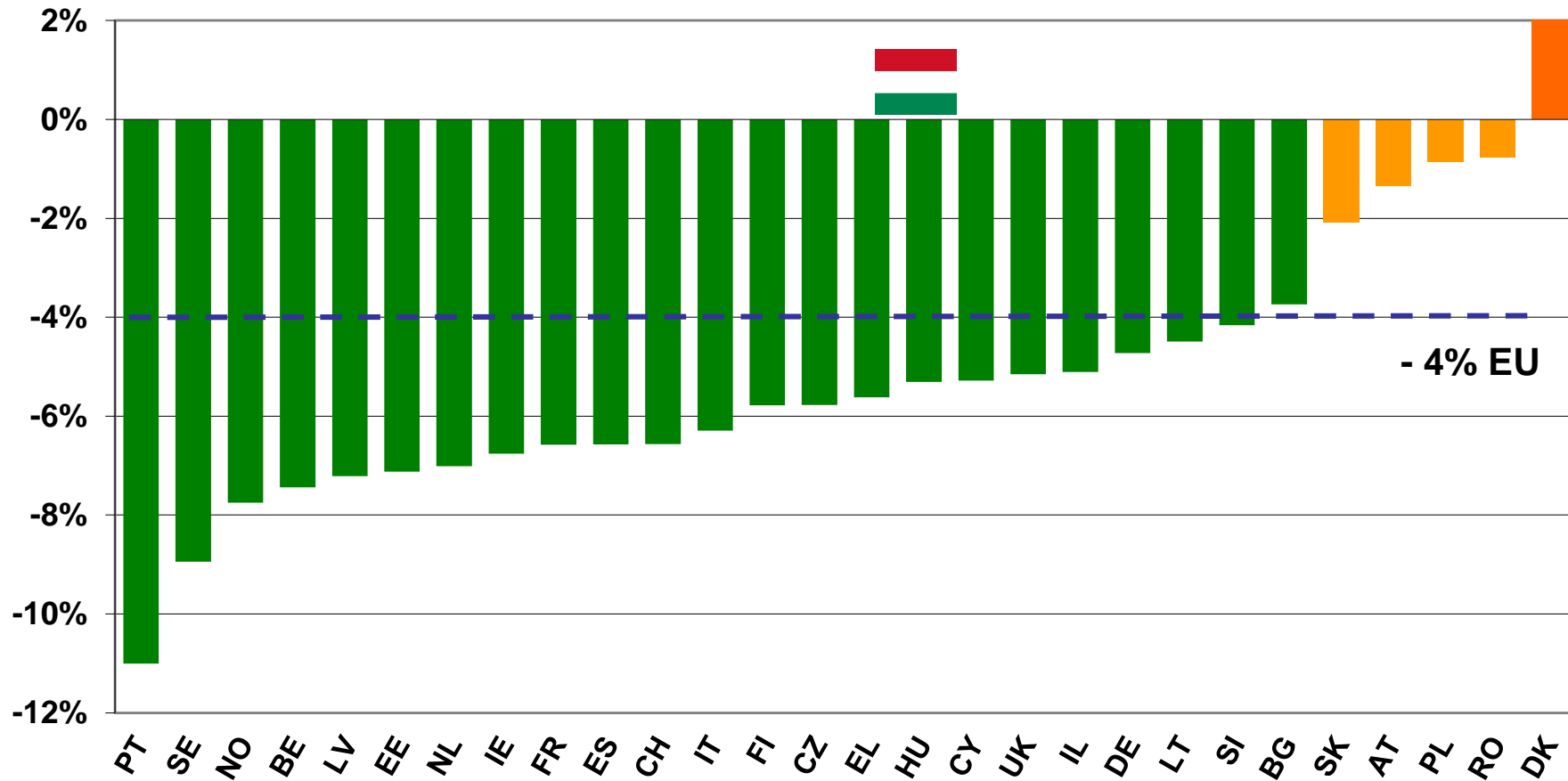


* 2001-2008

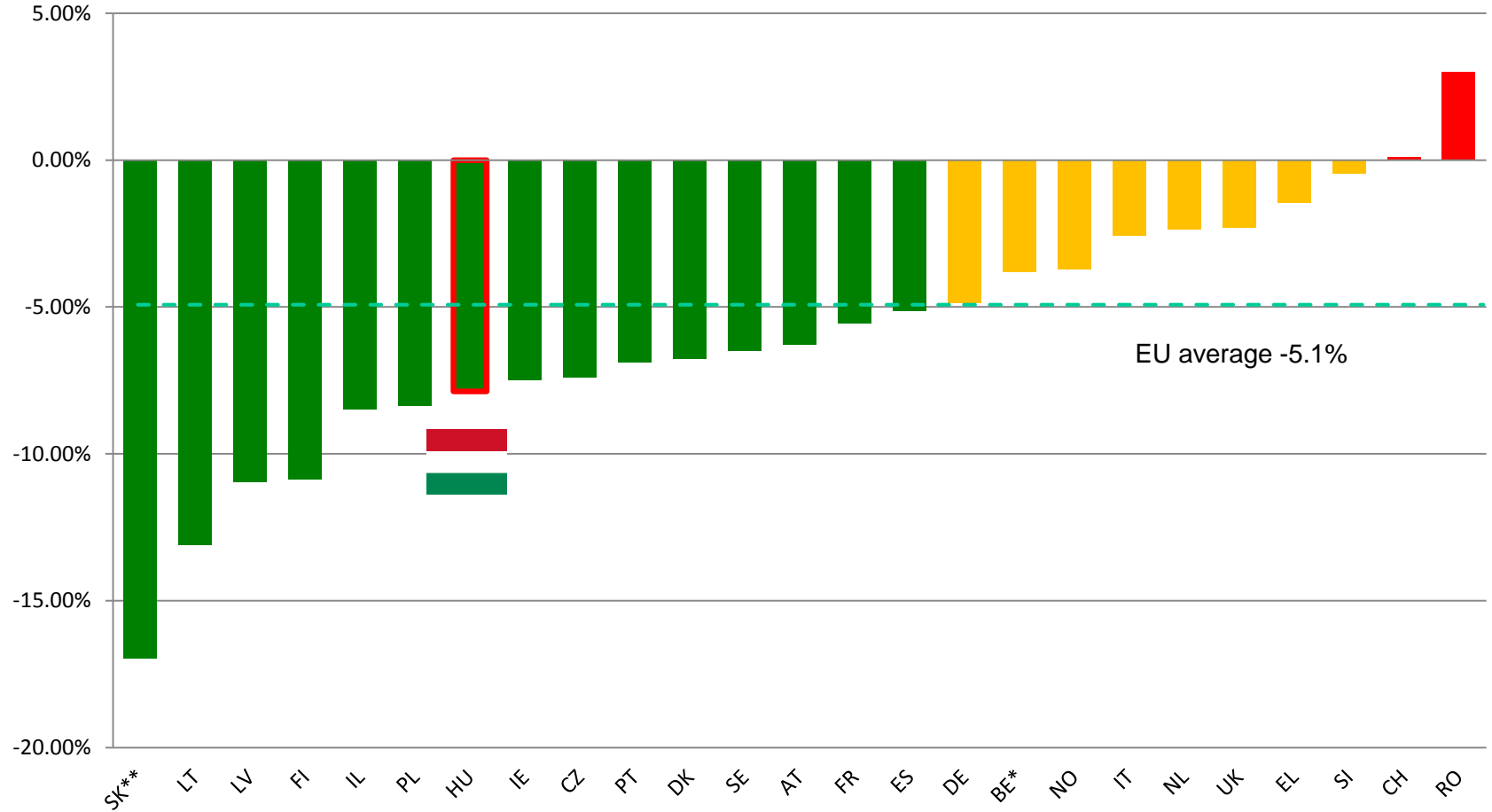
Reducing number of deaths aged 15-30



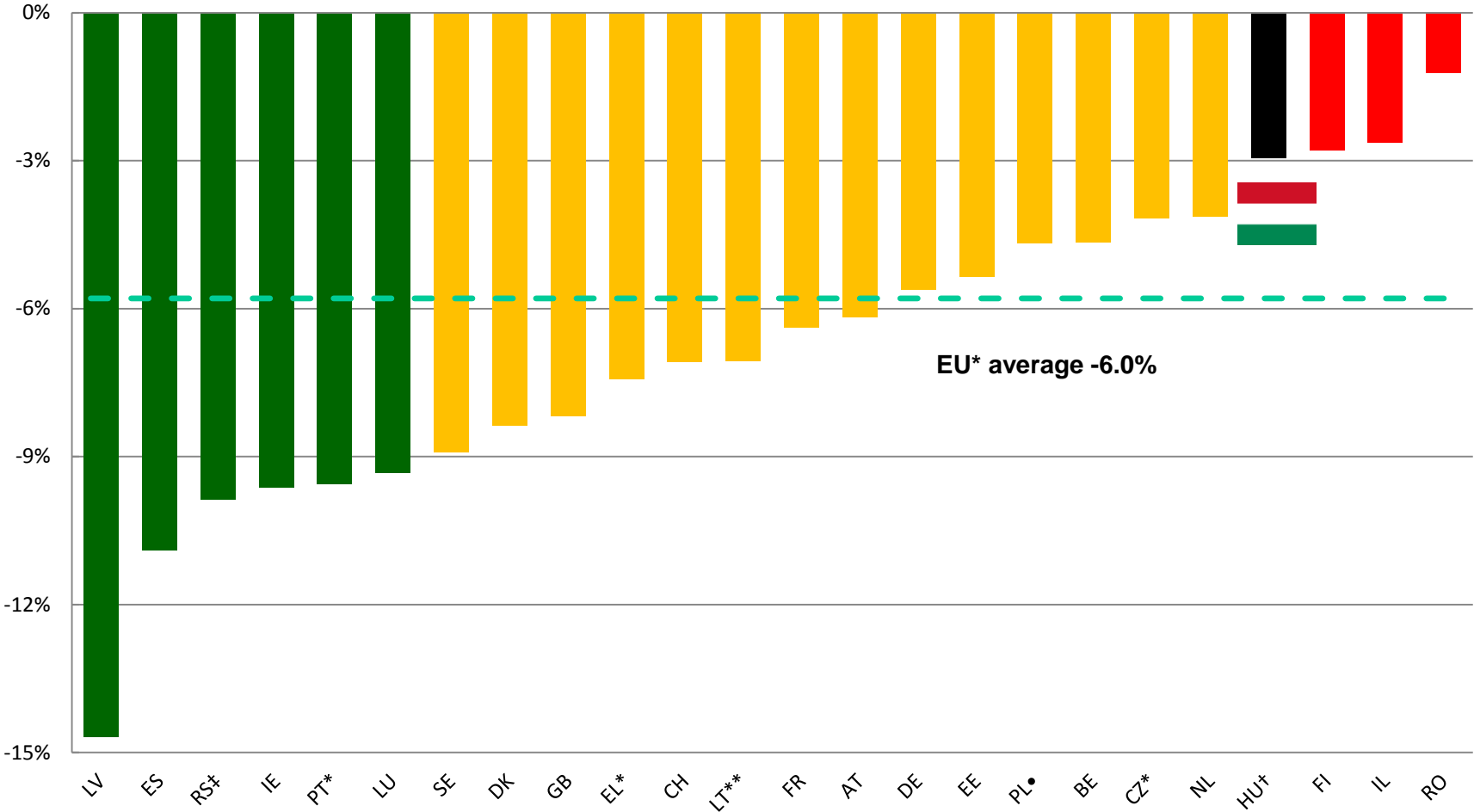
Reducing no. of pedestrian deaths



Reducing number of cyclist deaths



Reducing deaths in collisions involving HGVs



Institutional setups fit to deliver road safety

- **Road Safety Management frameworks in the PIN countries as seen by PIN Panellists in early 2012***

*extended from Chapter 2 of the 6th PIN Report to include Serbia

- **Panellists were asked questions based on ETSC's 2006 Review: *A Methodological Approach to National Road Safety Policies* – and several questions the DaCoTA team asked of government representatives**

Road safety policy

Three phases had been identified for formulation and implementation of road safety policy:

- 1. Basics of road safety management**
- 2. From strategy to action**
- 3. Implementation and updating**

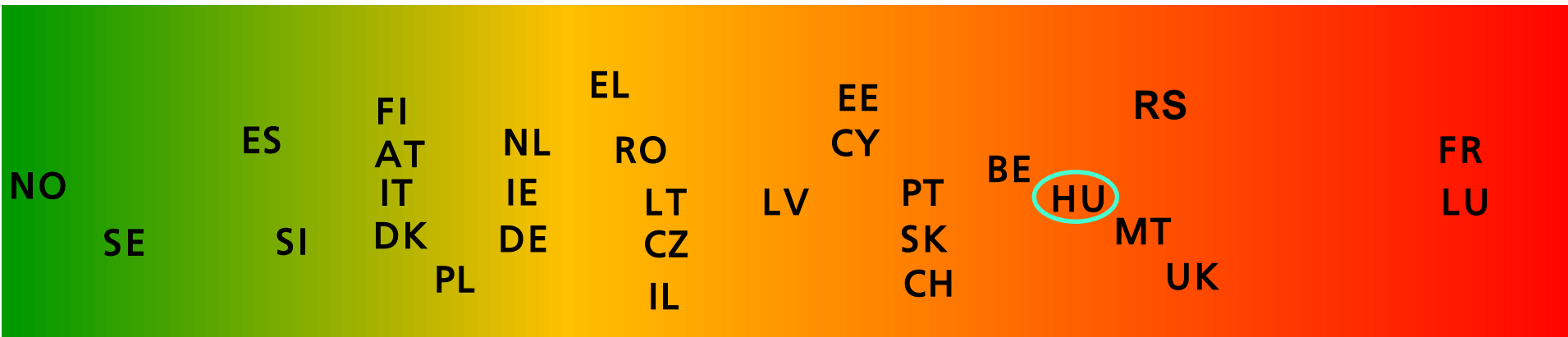
Questions to Panellists covered each phase in turn and answers were scored to derive a ranking for performance in each phase

1 Basics of road safety management

Questions were asked about the country's

- **vision** for road safety
- **targets** for
 - reduction in deaths
 - reduction in serious injuries
 - other quantitative indicators
- national road safety **programme or plan**
- government **leadership by example**

Ranking on the basics

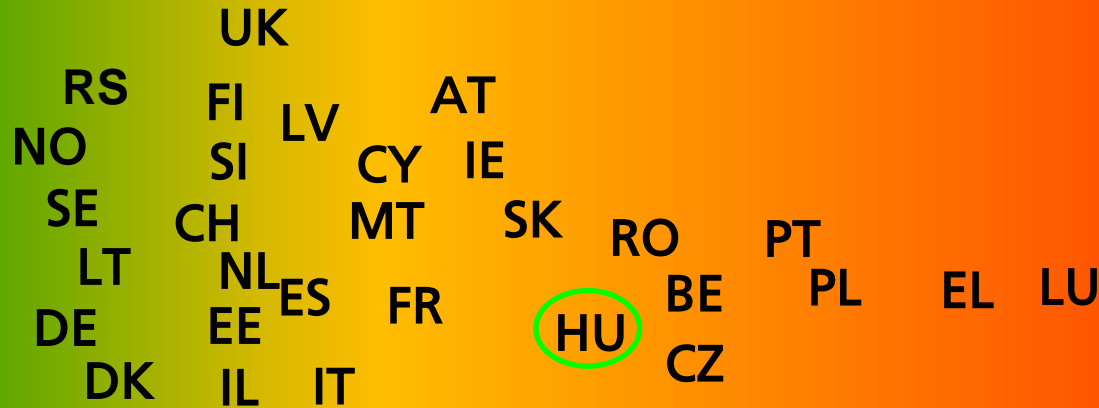


2 From strategy to action

Questions were asked about the country's

- **lead agency** and its coordinating role
- **budget** for road safety
- **accident and casualty data** – accessibility
- **research** – capability and influence on policy
- **measurement** of
 - road user behavior
 - attitudes to road safety measures
 - attitudes to behaviour of other road users
- **training** – initial and in-service
- **exchange and sharing** of best practice

Ranking on strategy into action



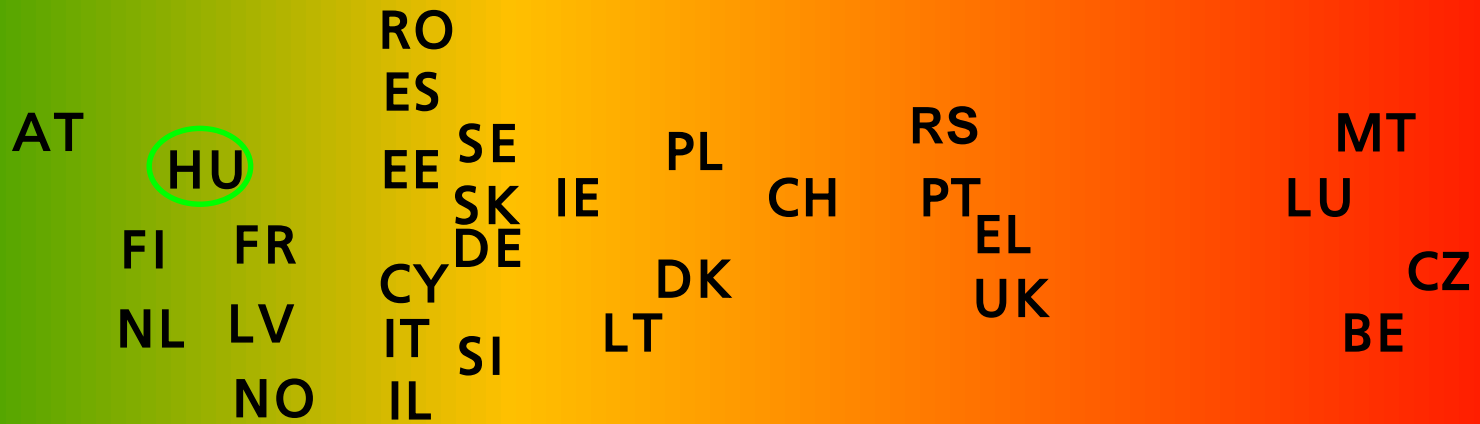
3 Implementation and updating

Questions were asked about the country's

- **enforcement** of road safety laws
- **infrastructure safety** – adoption of Directive and assessment of main roads
- **quantitative monitoring** of performance
- **publication** of results of monitoring
- **reporting** on measures implemented
- **evaluation** of effectiveness of measures

(A question about **emergency response** was asked but turned out to be ineffective)

Ranking on implementation and updating



Overview

	Phase 1	Phase 2	Phase 3		Phase 1	Phase 2	Phase 3
AT	Green	Yellow	Green	LT	Yellow	Green	Yellow
BE	Red	Red	Red	LU	Red	Red	Red
CY	Red	Yellow	Yellow	MT	Red	Yellow	Red
CZ	Yellow	Red	Red	NL	Yellow	Green	Green
DK	Green	Green	Yellow	NO	Green	Green	Green
EE	Red	Green	Yellow	PL	Yellow	Red	Yellow
FI	Green	Green	Green	PT	Red	Red	Red
FR	Red	Yellow	Green	RO	Yellow	Yellow	Yellow
DE	Yellow	Green	Yellow	RS	Red	Green	Red
EL	Yellow	Red	Red	SK	Red	Yellow	Yellow
HU	Red	Yellow	Green	SI	Green	Green	Yellow
IE	Yellow	Yellow	Yellow	ES	Green	Yellow	Yellow
IL	Yellow	Green	Yellow	SE	Green	Green	Yellow
IT	Green	Yellow	Yellow	CH	Yellow	Green	Yellow
LV	Yellow	Yellow	Green	UK	Red	Green	Red

Some pointers to further progress

- The **EU target to halve road deaths by 2020** compared with 2010 still stands
- The **EC Policy Orientations**, though not a fully-fledged action programme, do point strongly in the right direction
- The European Parliament has called for these to be **backed up by action**
- The EC has gone beyond them by adopting **a vision to move close to zero road deaths in the EU by 2050**

Some pointers to further progress

- **DaCoTA** has investigated a more rigorous assessment framework for road safety policymaking in EU countries
The **UN Decade of Action for Road Safety** and the **World Bank** are encouraging progress globally – and that includes progress in Europe
- The **ISO international standard 39001** for road safety management has been published

A challenge to the PIN countries

But the fact remains that

(alongside the role of the EU itself which is envisaged as a growing one)

much of the action lies with individual countries nationally and more locally

So ETSC offers the PIN programme's tough assessment of current road safety management as

**a challenge to every single country
to do still better !**

Thank you for your attention