PIN Talk Czech Republic

Road safety in the Czech Republic in an European context

Graziella Jost, PIN Programme Manager, ETSC
Presentation outline

- Introduce ETSC and its PIN programme
- Present some of the findings of the PIN programme and best practices
  1. General road safety situation and progress
  2. Motorway safety
  3. Powered two-wheelers (PTW)
  4. Vehicle safety
  5. Capitals
- Present some of ETSC Recommendations to national and local authorities
European Transport Safety Council

A science-based approach to road safety policy

- Non-governmental organisation based in Brussels
- **41 organisations** from across Europe
- Bringing together practitioners, researchers, policy-makers and parliamentarians
- Funded by its **members** (as CDV), the EC and corporate sponsors

www.etsc.eu
Introduction to ETSC

- Monitoring EU transport safety policy
- Road Safety Performance Index (PIN) - Ranking EU countries’ performances
- Preventing Drink Driving and Speeding
- Speed Programme
- Roads to Respect: Infrastructure Safety Campaigns
PIN is delivering …

• **PIN Flashes, PIN Reports**: benchmarking EU countries’ performance in different areas of road safety
• **PIN Talks**: to mobilise stakeholders to create a higher demand for safety

So far:
18\textsuperscript{th} PIN Talks, 13 Flashes, 2 Annual Reports

www.etsc.eu/PIN
Road mortality

Road deaths per million population in 2007

86 (EU-27)
EU target to cut by 50% yearly road deaths between 2001 and 2010 + National target

Czech Republic

National target (717)
650 in 24 hrs./
EU target (667)
If current trends continue, France and Portugal are likely to meet the target in 2010, Spain and Latvia may do as well.
Progress vs. road traffic

Progress towards the EU and national targets

Road deaths are not an inevitable price to pay for an increase in road traffic.
Road safety is not a matter of chance...

- **France**: Strong political commitment since 2002, stricter traffic law enforcement, in part. automated speed management system

- **Portugal**: Rehabilitation and construction of new roads, safer vehicle, stricter enforcement, ...

- **Luxembourg**: Stricter enforcement (virtual driving licence for foreigners, ...)
Motorway safety

Deaths on motorways per billion vehicle-kms (2006)
Why some countries are doing better?

- **UK**: Long tradition road safety audits
- **Switzerland, the Netherlands**: Speed section controls, tailgating controls ...
- **France**: Automated speed management (speed cameras coupled with mobile checks)
- **France** overtaking **Germany**: shows that infrastructure is not enough. Setting the right speed limit and enforcing is prerequisite for safe transport.
- Excessive and unhomogenous speed are major causes of deaths on motorway.

**NO 160 km/h speed limit in CZ**
Powered two-wheelers safety

PTW rider deaths per billion km ridden in 2006

- < 45
- 46 - 85
- 86 - 200
- > 200
- No PTW KM DATA

European Transport Safety Council
Average yearly percentage change between 1997 and 2006 in PTW rider deaths per billion km ridden
Why some countries are doing better?

Norway and Austria:
• Speed enforcement targeted at motorcyclists
• Helmet enforcement
• Graduated licensing
• Infrastructure improvements
• Specific awareness campaigns

ETSC Recommendations:
• Focus on powerful motorbikes
• Raise awareness
• Develop enforcement strategies targeted at motorcyclists

Source: MoT Czech Republic
Market for safe cars

Provisional figures

Provisional figures

EURO NCAP

www.euroncap.com

European Transport Safety Council
What Member States can do

• Vehicle standards are set at an international level

• BUT national governments CAN influence the consumer‘s choice of vehicle:
  - Run consumer awareness campaigns
  - Support Euro NCAP programme
  - Provide incentives: tax breaks
  - Buy safe cars!

  20-30% of new cars are purchased by non-private customers (governmental bodies, local authorities and companies)
Safety in capital cities

Average yearly percentage change in road mortality
Why some cities are doing better?

Dublin, Lisbon, Paris, ...:

• Road safety organisation:
  ⊗ Dedicated staff on road safety
  ⊗ Road safety Strategy and Plans
  ⊗ Horizontal collaboration

• Progress is only partly a function of national performance

• Easier to reduce the number of deaths in capital cities (e.g.: good performance of Bratislava, Bucharest or Warsaw)
Recommandations to national authorities

At national level
• Put road safety on top of the political agenda
• Stricter traffic law enforcement
• Increase credibility of enforcement

At EU level
• Support the adoption of the EU Directive on Cross-Border Enforcement
• Implement EU Directive on Infrastructure Safety

At local level
• Engage more regional and local authorities
• Delegate powers and provide resources
Role of regions & municipalities

Why consider/engage/delegate?

- Bring road safety issues closer to citizens
- Increase involvement of individuals
- Enhance accountability / responsibility
- Allow targeting specific road safety problems
- More efficient use of resources
- Linkage with health field
  (e.g.: Link police and hospital data on injuries)
Start now!

- Draft a strategy with measurable targets
- Prepare implementation plan
- Build a structure (integration)
- Monitor and evaluate (evaluation)
- Allocate dedicated staff (professionalism)
- Link police and hospital data on road injuries
Thank you for your attention!
Have a good debate!

For more information:
graziella.jost@etsc.be
vojtech.eksler@etsc.be

www.etsc.eu
www.etsc.eu/PIN