Slovenia's road safety in an EU context PIN Talk, Ljubjlana 19 May 2011



Graziella Jost, ETSC Programme Director

Presentation outline

- 1. ETSC and the Road Safety Performance Index (PIN)
- 2. Progress towards the 2010 EU Target
- 3. PIN Results and Best Practices on the 3 'main killers'
- 4. Conclusions



Introduction to ETSC

- The European Transport Safety Council (ETSC) is a non-governmental organisation promoting independent science-based approach to road safety
- Supported in our work by 43 member organisations across Europe.
- Funded by our members, the European Commission and corporate sponsors
- Bringing together practitioners, researchers, policymakers and parliamentarians from across the EU
- Close cooperation with other NGOs: FEVR, TISPOL...





ETSC Activities





Monitoring EU transport safety policy

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



Roads to Respect Infrastructure Safety



Road Safety 'At' Work and 'To' Work

European Transport Safety Council





STudents Acting to Reduce Speed

Safe&Sober Campaign and Drink-driving policy network

ETSC PIN Programme

- Compare country performance in road safety
- Include the 27 EU Member States (+ Israel, Norway and Switzerland)
- A PIN Panel: well-placed experts from each of the 30 countries

Vesna Marinko (SI), Jacqueline Lacroix (DE), Klaus Machata (AT), Vidmantas Pumputis (LT), Rune Elvik (NO), Pilar Zori (Spain), Peter Mak (NL), Mr. Michael Rowland (IE), Jesper Sølund (DK), Aldis Lama (LV), Ilona Buttler (PL), Jean Chapelon (FR), Stefan Siegrist (CH)....

A PIN Steering Group



European Transport Safety Counci







Road Safety PIN Awards



European Transport Safety Council

Awards 2010: Estonia and Ireland





Best progress 2001-2009

Percentage change in road deaths between 2001 and 2009

2



うちゃやくうん いちょう やう しょうちょ しょうちゃ ちょうちょう ちょうちょう



Countries that are progressing

Percentage change in road deaths between 2001 and 2009

2



うちゃやくく うまなな かみ ちょう ちょう ちょう ちょうしょう



Countries progressing less

Percentage change in road deaths between 2001 and 2009

2



うくうくちょう しょうちょう うちょうき くみきゃう しょうちょう しょうちょう しょう



Countries lagging behind

2

Percentage change in road deaths between 2001 and 2009





Road deaths per population 2009

Good progress since 2001





The impact of the EU Target





Reduction in road deaths since 1970 (EU15) and since 1990 (EU27, EU10 and EU2)



The three main killers on EU roads

ETSC 4th PIN Report 2010, Chapter 3

Inappropriate or excessive speed

More than **2,200** road deaths could be prevented each year if average speeds dropped by 'only' **1km/h** on all roads across the EU.



Driving under the influence of alcohol

At least **7,500** deaths could have been prevented if accident-involved drivers reported to be driving over the limit had been sober.

3

Around **12,400** car occupants survived serious crashes in 2009 because they wore a seat belt. Another **2,500** deaths could have been prevented if **99%** of occupant had been wearing a seat belt.



Progress in reducing speed (PIN)



*All traffic; ** ES: measurements made on 20% of the toll motorways length only



Levels of Enforcement vary

		Yearly speed tickets per thousand population				
Country	Code	2006	2007	2008		
The Netherlands	NL	543	595	558		
Austria	AT	327	458	456		
Switzerland	СН	350	335	n/a		
France	FR	114	127	138		
Cyprus	CY	87	165	137	[
Slovenia	SI	n/a	n/a	72		
Norway	NO	52	52	51		
Romania	RO	n/a	n/a	51		
Finland	FI	38	42			
Latvia	LV	41	45		+	
Denmark	DK	47	48			
Spain	ES	17	27	Country	Co	
Luxembourg	LU	48	49			
Ireland	IE	n/a	45	Finland		
Poland	PL	28	32	Norway	N	
Greece	EL	34	32	Sweden	c	
Israel	IL	22	22	Slovenia		
Hungary	HU	17	16	Franco		
Sweden	SE	21	24	Cuprus		
Slovakia	SK	25	21	Greece		
Italy	IT	23	25	Hungary		
Bulgaria	BG	13	18	Ireland		
Czech Republic	C7	30	21	Spain		
Lithuania	LT	18	20	Estonia		
Portugal	PT	9	n/a	Austria		
				largel		



Speed – Yearly speed tickets per 1,000 pop.

3

Alcohol – Roadside police tests per 1,000 pop.

42			2006		2007		2008	
45 48 27 49	Country	Code	Roadside police tests per 1000	Percentage above legal limit	Roadside police tests per 1000	Percentage above legal limit	Roadside police tests per 1000	Percentage above legal limit
45 1	Principal States		population		population	1.00/	population	1.20/
32	Finiand	FI	n/a	n/a	318	1.0%	365	1.3%
32	Norway	NO	n/a	n/a	<u>n/a</u>	n/a	338	n/a
22	Sweden	SE	264	0.9%	292	0.8%	287	0.8%
16	Slovenia	51	162	8.0%	191	7.3%	200	5.8%
24	France	FR	186	3.2%	182	3.3%	190	3.3%
21	Cyprus	CY	90	6.2%	149	6.8%	182	5.9%
25	Greece	EL	118	3.4%	143	2.9%	135	3.1%
10	Hungary	HU	144	2.9%	143	3.2%	130	3.1%
18	Ireland	IE	n/a	n/a	113	4.1%	128	3.2%
21	Spain	ES	88	2.5%	96	2.2%	112	1.8%
20	Estonia	EE	76	0.9%	68	1.0%	95	1.1%
ı/a	Austria	AT	56	9.4%	77	7.0%	87	5.8%
	Israel	IL	4	16.5%	24	5.1%	69	2.2%
	Portugal	PT	48	7.3%	56	5.6%	63	5.9%
	Poland	PL	n/a	n/a	n/a	n/a	47	9.5%
	Lithuania	LT	31	1.4%	34	1.6%	40	1.7%
	Denmark	DK	n/a	n/a	n/a	n/a	36	n/a
	Italy	IT	4	n/a	12	n/a	23	n/a
	Great Britain	GB	10	17.4%	10	16.3%	NA	n/a



Enforcement works

- Rapid reduction in deaths and serious injuries
- Long lasting effect on driver behaviour
- Cost effective: applying best practice in enforcement to the whole of the EU exceeds the costs by a factor of 4 (drink driving) to 10 (seat belt use).





Speed enforcement: best practices

Automated methods saves lives

European Transport Safety Counci



- **75%** of the massive drop in deaths can be attributed to improve speed management between 2002-2005.
- Vehicles travelling at 10 km/h and more above the legal limit decreased from 35% to 10%.

% of vehicles travelling at 10km/h above the legal limit in France

Speed: Section Control

3

Section Control (ETSC Fact Sheet 2009)

- being used in: Netherlands, UK, Austria, Italy, Australia
- trialed in more countries incl. France, Finland, Norway
- Evaluation studies show mean speeds reduced to the posted speed limit or below, reductions in deaths and serious injuries.
- Evidence of additional benefits: improvements in traffic flow, reduction in traffic noise and vehicle emissions.
- High levels of public acceptance: a fairer approach to speed enforcement.
- Legal requirements: problem to introduce in MSs with only driver liability



Speed: France and Spain

- High level coordination body
- Extensive automatic speed enforcement
 - Level of enforcement set at national level
 - Owner responsibility
 - Increased sanctions (fines + penalty points)
 - Enforcement linked to intensive media campaigns to convince road users of the road safety benefit



&

Speed: France, Spain, Switzerland 3

- Systematic speed measurement at free speed
 - mean speed,% of vehicle 10 km/h above
 - by road user types (moto, cars, HGVs, vans...)



Special prosecutor on road safety coordinating the judicial response (harmonisation of sanctions, support to road victims, ...)



Campaign "Slow Down. Take it easy" Driving slow is "cool". Driving fast is "has been"



Drink Driving: best practice

- Best results in countries that run random breath tests
 - still not in all EU countries
- Highest level of checks: Finland, Sweden, Slovenia, France, ...
- Forerunners (Sweden, Netherlands) also insist on an alcohol test every time a driver is stopped.
- Data: mandatory testing of all road users involved in a serious collision for alcohol: important to know the scale of the problem





Seat belt use – FRONT seats

Seat belt wearing rates on **front seats** of light vehicles (last available year) with 2005 data for comparison

3



European Transport Safety Council

Seat belt use – REAR seats

Seat belt wearing rates in rear seats of light vehicles in 2009 with 2005 data for comparison





*2008; **SafetyNet

Seat Belts: Best practice

- EU Directive in 2006 mandates seat belt on all seats at all time
- Intensive seat belt police enforcement
 nation-wide actions coupled with
 media information
- Road safety campaigns focusing on rear seats
- Adequate sanctions: Drivers lose 3 points (out of a total of 12 points) on their driving licence if rear seat passengers are not belted





Next steps: Seat belt reminders on all seats

Presentation outline

✓ ETSC

 Progress towards the 2010 EU Target
 PIN Results and Best Practice on the 3 'main killers'
 Conclusions



Road deaths are no fatality

- We accept a too high price for mobility: 35,000 deaths a year in the EU, many more injured with life long injuries
- For the same distance travelled, the risk of dying on the roads is much higher than the risk of dying travelling by rail, ferry or air
- *"Everyone thinks that flying is dangerous and maybe that is why it is so safe"*
 - US Transportation Safety Board
- More young people killed on UK's roads in 2009 than British soldiers killed in Iraq since the beginning of the war!



Effectives measures are known

- 4
- A vision of the transport system and its implication for road safety
- Targets for the reduction of deaths and serious
- Safe driver (5* driver)
- Safe vehicle (in a 5* car)
- Safe infrastructure (on a 5* road)
- Safe vulnerable road users
- Efficient rescue and rehabilitation services
- Good data collection, data used to inform policies
- Exchange of Best practices
- Evaluation of implemented measures



What next?

- Show the good example when we are driving, cycling, walking...
- Develop and implement a strong national road safety plan
- Increase enforcement
- Set up a full automatic speed enforcement system
- Slovenia to contribute to the EU target to reduce road deaths by 50% by 2020!
- Slovenia to contribute to the UN Decade of Action 2011-2020!

ETSC PIN Conference, 21 June 2011, Brussels



Thank you!

For more info, please subscribe to our newsletters:

www.etsc.eu

www.etsc.eu/PIN







Safety Monitor

ETSC's Newsletter on Transport Safety Policy Develo

ETSC's Newsletter on Speed Policy Developments in the EU

Drink Driving Monitor

TSC's Newsletter on Drink Driving Policy Developments in the EU

graziella.jost@etsc.eu

