October
2010
NUMBER
08

Speed Monitor

ETSC's Newsletter on Speed Policy Developments in the EU

Editorial

In the past few months speed management has been a topic of discussion in a number of countries. There is an ongoing debate in the United Kingdom on the topic of safety cameras as the new central government seems reluctant to finance new fixed cameras, a stance that is causing concern among road safety experts. The Highway Code has also been modified in Spain and in Italy, including changes to the sanction regime for speed offences.

In terms of European policies, the much awaited European Commission's Road Safety Policy Orientations for 2011-2020 have been published, including a renewd target to reduce road deaths by 50%. ETSC insists that speed management will need to be addressed seriously in the years to come if the EU wants to achieve this target: excessive and inappropriate speed continues to be the number one killer on Europe's roads. ETSC's last PIN Flash demonstrates that average speeds and speed limit violations remain high with encouraging signs only in a few countries. A road safety "Eurobarometer" opinion poll published by the Commission alongside its Policy Orientations demonstrates that EU citizens are very concerned about excessive speeds. Finally, the likely introduction of speed limiters on Vans to reduce CO2 emissions is a policy development that is likely to bring positive road safety benefits.

In the meantime, in the context of the STARS project "Students Acting to Reduce Speed", ETSC continues to be active on this topic, and has invited 22 students to participate in a speed management training course held in Brussels on the week of 20th of September. Road safety experts and professionals from across Europe came to lecture and train students who have committed themselves to run a local speed management project in their home country after receiving this training. The project developments will be posted online: http://www.etsc.eu/stars.php

ETSC
European Transport Safety Council

Contents

Country News 2-7
EU Policy 7-9

Country News

Belgium

Citywide 30km/h speed limit in Brussels!

As from September 16th the entire centre of Brussels is now limited at 30km/h. This regards the zone inside Brussels' 'inner ring' called the 'Pentagone'. All vehicles are concerned with the exception of trams that are exempt from this speed limit. Four main boulevards will also keep their current speed limit for the time being until infrastructure changes are made. The reasons that have been put forward to back up this bold measure include a reduced risk and severity of collisions involving vulnerable road users, reduced pollution, a better traffic flow, less noise, and reduced transit traffic (i.e.: rerouting vehicles transiting via the centre of the city but who have another final destination). A lot of efforts have been put into communicating this to road users, and all information can be accessed online: www.z30.be.

France

Poor month of July and increased speed enforcement in August

The month of July has been the most deadly this year in France and has witnessed a 13% increase in road deaths compared to July 2009. This is in great part linked to crashes caused by excessive speed. So far however 2010 had been a better year compared to 2009, with a 6,6 % decrease in road deaths for the first part of the year compared to 2009. To prepare for the weekend of the 15th of August, the Ministry of Interior had announced an increase in the number of police enforcement campaigns, notably to tackle speeding. This was to be achieved through the use of fixed and mobile radars but also the deployment of 65 sport cars to stop offenders going at very high speeds on the spot, and the use of 12 helicopters.

For more information: http://www.interieur.gouv.fr/sections/a_la_une/toute_l_actualite/securite-interieure/chasse-croise-15-aout

Germany

Speed Limit Review in the Region of Hessen

Speed limits have been lifted on 22 sections of a total of 79 kms of motorway in Hessen since spring 2010. On another 8.8 kms speed limits have been raised, whilst on other 78 kms the speed limit remains the same. The decision to change speed limits results from research findings of the Hessen Regional Authority for Road and Transport. Existing speed limits were reviewed everywhere in Hessen apart from some motorways sections in urban areas. The main criteria for lifting speed limits are the development of collisions and the quality of the road. Speed limits are reviewed every five years in Hessen.
www.autokiste.de

Italy

New Highway Code

A number of new road safety measures have been adopted this summer in Italy. Regarding speed, the new law provides:

©ETSC 2010

- No change in the financial fine for offences of 10 to 40 km/h above the speed limit, but a reduction in the number of points deducted from 5 (previously) to 3 (in italy the point system has 20 points but you can accumulate up to 30 points thanks to "bonuses" recevied for periods without offences).

- An increase in the financial fine for offences of 40 to 60 km/h and a reduction in the number of point deducted from 10 to 6 points. The financial fine will be between 500 and 2,000 euros, and additionaly the offender will face a driving license suspension of 1 to 3 months.

- An increase in the financial fines for offences of 60 km/h or more above the speed limit and no change in the amount of points deducted for such offences (10 points). The financial fine will be between 779 and 3,119 euros, and additionaly the offender will face a driving license suspension of 6 months to one year.

Since 2006 on the main Italian motorways the Tutor system has been used. The system checks a vehicle's average speed limit in a section of approximately 10-25 km. It is very effective as it allows to check the constant behaviour of drivers, it recognises the vehicle category, it can be used in any weather condition, and also at night. Moreover even if the vehicle lights are off, or if it is driving on the emergency lane, the Tutor system is able to detect and sanction speeding offences. The system is now in use on 36% of Italian Motorways along 2,500 kms, and in the first year of functioning determined a 51% reduction of road deaths, 27% reduction of road accidents with seriously injured persons, and 19% reduction of the overall accidents.

Italian Police forces also employ a mixture of mobile, laser and fixed camera devices to enforce speed limits. Unfortunately there is not yet a record of how many fixed cameras are currently in use throughout the different municipalities in Italy.

The new legislation provides a new source of funding for police road checks. In fact municipalities will have to earmark at least 50% of the income from speeding fines to initiatives aiming at improving road safety, such as financing police road checks, and improving infrastructure. Local Authorities will have to submit an annual report to the Ministry of Transport.

http://www.senato.it/service/PDF/PDFServer/BGT/504136.pdf (Page 196 onwards)

Luxembourg

New Speed Awareness Campaign

A campaign was recently launched in Luxembourg with the catch phrase "Speed does not always kill". The idea is to put forward the consequences of speeding and the lifelong handicap that road victims can suffer from because of speeding. The introduction of speed cameras in Luxembourg has been anounced for a long time, it is still uncertain when they will be introduced but this campaign is also intended to pave the way for the public acceptance of their future installation.

http://www.securiteroutiere.lu/index.php?option=com_content&view=article&id=47:la-vitesse-ne-tue-pas-toujours&catid=35:a-la-une&Itemid=59

©ETSC 2010



Luxembourg's recent speed awareness campaign

The Netherlands

Tackling small speeding offences

SWOV, the Institute for Road Safety Research, has calculated that annually 5 to 10 deaths and 200 to 300 injuries could be prevented in the Netherlands if small and often unintended speeding offences were eradicated. From April to June 2010 the Dutch Ministry of Transport, the Regional Road Traffic Safety Authorities, the Police and Dutch Traffic Safety Association conducted an information campaign focused on such offences that happen on urban roads. They are defined by the Ministry as offences of 10 to 15 km/h above the legal 30 or 50 km/h speed limit. It is assumed that this is often committed by people who are unaware they are driving too fast or who drive too fast out of habit. The casualty reduction potential was estimated by SWOV and these numbers were communicated in the national information campaign.

The SWOV report "the safety effects of small speeding offences" can be consulted and downloaded on www.swov.nl.

Spain

Changes to the Highway Code

On 25th May the Spanish government through the Ministry of interior implemented a new "Traffic Act"' or "Ley de Trafico" which is a compendium of all recent innovations and regulations related to road traffic in Spain. The purpose of this new legislative instrument is to continue and strengthen the good results and performance that Spain has been achieving over the last few years in various road safety areas including speed. Additionally, the government developed a dedicated website directed at road users to raise awareness and get latest information on both legislation and procedures related to road traffic offences. All information is available online http://www.reformaleydetrafico.es/inicio.html

A new table of penalties and points for speeding has also been introduced, which can be summarised as follows:

©ETSC 2010

Speed limit	30	40	50	60	70	80	90	100	110	120	Fine (Euros)	Penalty Points
	31 50	41 60	51 70	61 90	71 100	81 110	91 120	101 130	111 140	121 150	100	-
Serious Offence	51 60	61 70	71 80	91 110	101 120	111 130	121 140	131 150	141 160	151 170	300	2
	61 70	71 80	81 90	111 120	121 130	131 140	141 150	151 160	161 170	171 180	400	4
	71 80	81 90	91 100	121 130	131 140	141 150	151 160	161 170	171 180	181 190	500	6
Very serious Offence	81	91	101	131	140	151	161	171	181	191	600	6

Sweden

Study compares Australia and Swedish camera systems

The article compares ideas behind two camera systems: in Australia, Victoria, and Sweden. The study shows that even if both systems technically have the same aim – to reduce speeding – the ideas of how that should be achieved differ substantially. The approach adopted in Victoria is based on the concept that speeding is a deliberate offence in which a rational individual wants to drive as fast as possible and is prepared to calculate the costs and benefits of this behaviour. Therefore, the underlying aim of the intervention is to increase the perceived cost of committing an offence whilst at the same time decrease the perceived benefits, so that the former outweigh the latter. The Swedish approach, on the other hand, appears to be based on a belief that road safety is an important priority for the road users and one of the reasons to why road users drive too fast is lack of information and social support.

In order to evaluate road safety interventions and how their effects are created together with the ambition to transfer technology, there is a need for a comprehensive understanding of the systems and their modi operandi in their specific contexts. This study has shown that there are major differences between the ideas behind the two speed camera programs in Victoria, Australia and Sweden and that these ideas have an impact on the actual design of the different systems and how these are intended to create road safety effects. In other words, the choice between different approaches is not merely a neutral technology-based process, but is on the contrary largely influenced by socio-political factors. The article concludes that we need deeper understanding about the mechanisms which underpin the intervention in order to be able to advice policy-makers.

To view the article's reference click here

©ETSC 2010

Switzerland

Reducing Speed in Switzerland: New bfu Study

In Switzerland speed kills 160 people and seriously injures a further 1,250 every year (average 2004-2008). A new study prepared by the Swiss Council for Accident Prevention (bfu) describes the risk factors and concrete measures to reduce the risk of speed. Half of the victims in Switzerland are car passengers and a third are PTW riders. Many of the collisions occur outside urban areas (57%) and are caused by young men aged between 18 and 24. Preventative measures should focus on the high risk group of speeding motorists, representing annually 2.5 million offenders. This is a heterogeneous group that often does not see itself as committing an offence. This is where the campaign "Slow Down" helps to communicate the message that speed must be adapted to road type and visibility. Another central measure to influence speeding is the subjective expectation to be controlled by the Police. It is important to have a good mix of fixed, automatic and manned mobile speed enforcement. Key areas for enforcement should be on non-urban roads where over a half of collisions occur but only 3% of speed enforcement checks are made. The investment in "self explaining" roads that tolerate mistakes of the driver is also an important part of the mix of measures needed to tackle speed. The road infrastructure should also ensure that traffic travels at a certain adapted speed. In urban areas the bfu model of Speed Limit 30/50 should be integrated more widely. Vehicle technology can also help the driver: ESC allows the driver to have better control over the vehicle and ISA can inform them about the relevant speed limit.

The full report can be accessed online: http://www.bfu.ch/German/medien/Seiten/2010_05_11.aspx

Speeding Swede clocks up world's biggest speeding fine

A speeding Swedish driver is facing what could be the world's biggest ever motoring fine of 650,000 euros after being clocked at 280 Km/h whilst driving through Switzerland. The 37-year-old man's car was impounded along with his driving licence after soaring along at two and-a-half times the speed limit on a Swiss motorway. 'We have no record of anyone being caught travelling faster in the country,' said a police spokesman.

United Kingdom

Government to cut funding of new Speed Cameras?

In its programme for transport the new coalition government had announced that it would "stop central government funding for new fixed speed cameras and switch to more effective ways of making our roads safer, including authorising 'drugalyser' technology". This new stance towards speed cameras has stirred a lot of media attention over the past few months. As a result, leading road safety organisations have joined forces to voice their concerns.

A document has been published putting forward ten reasons to maintain funding for speed camera enforcement, reminding that in 2008 alone almost 400 people were killed by someone exceeding the speed limit. Among the major reasons to pursue camera funding are the well recognised facts that cameras are a very effective way of persuading drivers not to speed, have a proven track record of preventing road deaths and injuries (it has been estimated in 2005 that cameras save 100 lives and 1,600 injuries a year), and are economically viable. Safety cameras more than pay for themselves by the fixed penalties paid by those detected exceeding speed limits, and they benefit the economy by prevent-

©ETSC 2010

ing road accidents that are extremely expensive. It is therefore ironic that a cut in camera funding is announced as a measure to help reduce the deficit.

Cameras are part of the reason Great Britain is a leader in road safety. Britain also sets an example to others by offering offenders speed awareness courses: cameras are an effective way of identifying drivers who could benefit from attending a speed awareness course, and so provide a good opportunity to rehabilitate drivers and not just punish them. Great Britain would certainly miss this opportunity should cameras disappear. At the moment safety cameras allow for 84% of all excessive speed detections.

The ten reasons to maintain speed camera enforcement can be accessed here:

http://www.pacts.org.uk/docs/pdf-bank/safety-cameras-funding.pdf

EU Policy

European Commission's Road Safety Policy Orientations for 2011-2020 and Road Safety "Eurobarometer"

The European Commission has published its Road Safety policy orientations for 2011-2020, including a renewed target to reduce road deaths by 50% by 2020. Vehicle technologies such as those that can contribute to speed enforcement are highlighted by the EC under the enforcement objective which is much welcomed by ETSC. There is a well documented relationship between speed and collisions resulting in death and injury with lasting effect. The adaptation of driving speed to the prevailing conditions and speed limits is a primary way of controlling the crash risk of the driver. Under speed the concrete action section only picks up speed limiters for light commercial vehicles as an area for action (however the EU Parliament environment committee recently voted against the introduction of speed limiters for such vehicles). This is welcomed by ETSC but as a first step to introducing Intelligent Speed Adaptation (ISA). The EC Communication misses out the opportunity to explain what would be done to take up "in-vehicle systems providing real-time information on prevailing speed limits". Unfortunately this area of work is not identified as an area to be taken for action in the list of priorities. This is despite the progress under the ITS Directive and Action Plan which includes definition of procedures for accurate public data for digital maps. The provision of such a digital database of all speed limits on the network is an important prerequisite for the implementation of ISA. Developing harmonised standards for Intelligent Speed Assistance systems towards eventual fitment in all vehicles, supported by EU-wide digital mapping of speed limits, would also help both to curb speeds and to reduce harmful CO2 emissions.

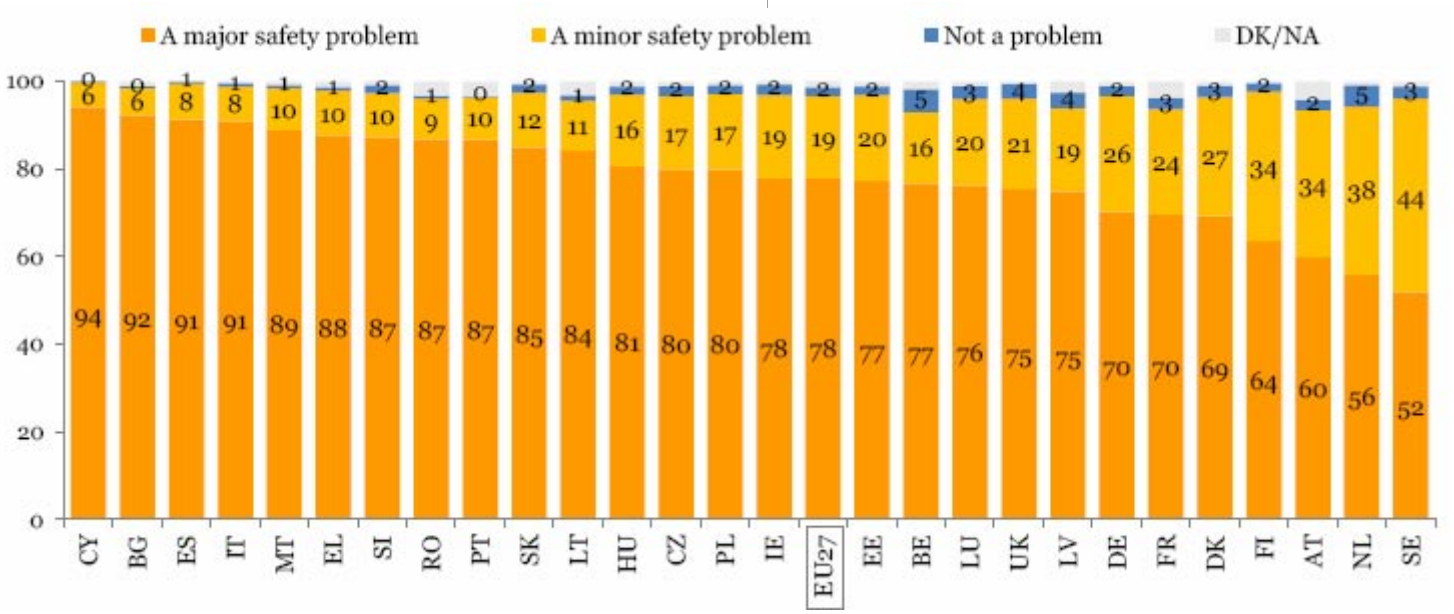
In its last Pin Flash ETSC observed that trends in driving speeds show that overall there is little progress in Europe. Average speeds and speed limit violations remain high with encouraging signs only in a few countries: http://www.etsc.eu/PIN-publications.php.

Alongside the Policy Orientations, a "Road Safety Eurobarometer" was published, a survey conducted among more than 25,000 people aged 15 or over from all 27 Member States to expose European citizens' concerns regarding road safety. In the field of speed, nearly eight out of ten (78%) respondents called speeding a major safety problem, demonstrating a clear desire to tackle the problem of speeding. Speeding came second after "driving under the influence of alcohol" that citizens felt was also a major road safety problem (94%). The proportion of respondents who said that drivers exceeding speed limits constituted a major safety problem in their country ranged from 52% in Sweden to 94% in Cyprus. Italy, Spain and Bulgaria were other countries where more than 9 in 10 respondents felt this way (91%-92%). Although

©ETSC 2010

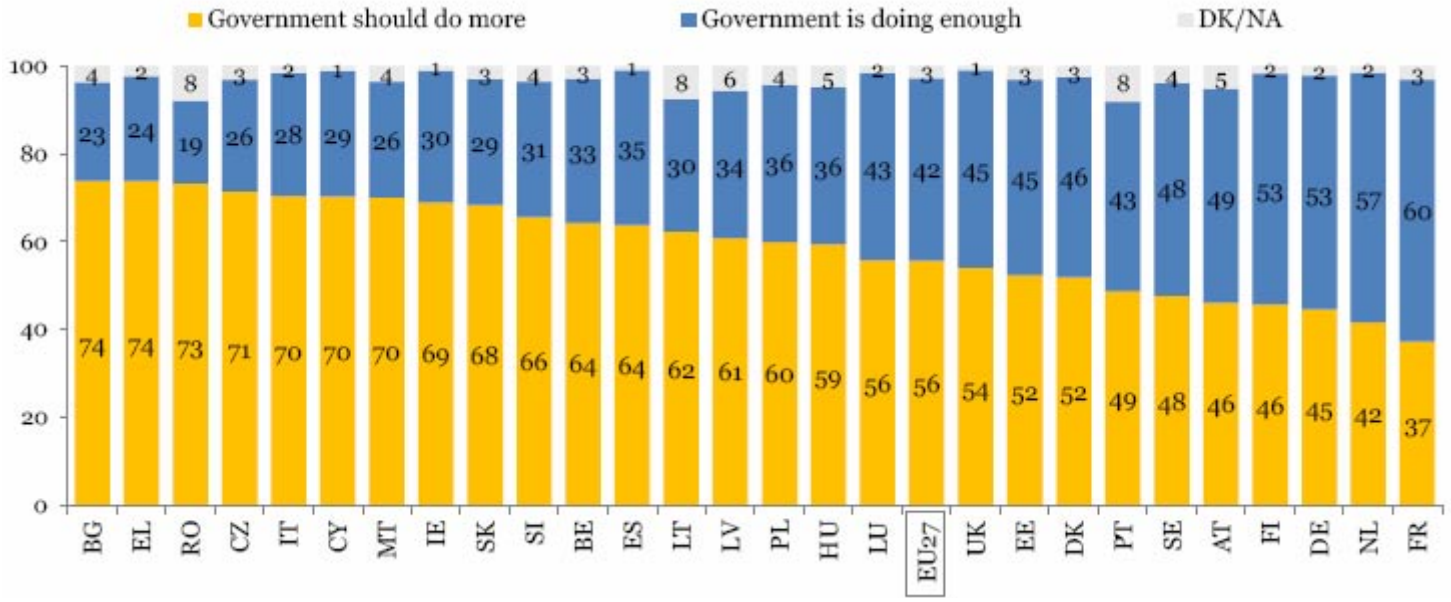
in some countries respondents were less likely to identify drivers who exceeded speed limits as a major safety problem, the proportion of respondents who said that this was not a problem in their country was 5% or less in all EU Member States.

The Eurobarometer can be accessed here: http://ec.europa.eu/transport/road_safety/events- archive/2010_07_20_road_safety_2011_2020_en.htm



Perceptions about the seriousness of road safety problems: Drivers exceeding speed limits

High proportions of "concerned" respondents demanding that their government should do more to reduce the risks caused by drivers exceeding speed limits were seen in Cyprus, Italy, Bulgaria, Malta, the Czech Republic, Romania and Greece.



Road safety problems that should receive more attention from the governments: Drivers exceeding speed limits

©ETSC 2010

The European Parlimanet Environment Committee cancels plans to introduce speed limiters on vans

In October 2009 the European Commission had adopted a legislative proposal to reduce CO2 emissions from light commercial vehicles (vans). Following this proposal, the European Parliament's Transport and Industry committees had adopted opinions that call for the introduction of a mandatory speed limiter for vans. In their votes in June the Transport and Industry committee both supported the introduction of a binding speed limiter set at 120 km/h.

Despite this, the lead committee (Environment committee) voted on the 28th of September against the introcution of speed limiters. This decision goes against the draft report by the rapporteur for the Environment committee that also called for an introduction of speed limiters by 2015 to limit the maximum speed of those vehicles to 120 km/hour. The report read that: "limiting the maximum speeds at which N1 vehicles can travel will have a beneficial impact on the reduction of C02 emissions. These vehicles are almost exclusively used for commercial purposes and do not need to exceed 120km/hour. This should not be seen as a precedent for other vehicle types." The report identifies speed limiters as a "cheap and effective way of immediately lowering emissions" and stresses that "many commercial organisations retro-fit them to their vehicles" (the EP report can be accessed here: http://www.europarl.europa.eu/sides/getDoc.do?pubRef=-//EP//NONSGML+COMPARL+PE-441.042+01+DOC+PDF+V0//EN&language=EN).

A report commissioned by T&E (the European Federation for Transport and Environment) and authored by CE Delft, a research and consultancy organisation specialised in environmental affairs, had previously stressed that speed limiters for vans would also reduce the number of accidents and fatalities significantly (this report can be accessed here: http://www.transportenvironment.org/News/2010/7/Shift-in-EU-thinking-needed-to-make-vans-cheaper-and-more-fuel-efficient/).

"Speed limiters would have reduced CO2 slightly, and they would have reduced the curse of the speeding 'white van man' on motorways and autobahns," said British politician Martin Callanan, who was coordinating parliament's stance on vans. Callanan said the European Union had not yet finished debating the new rules and that the mandatory devices, which limit the top speed of vans to 120 km per hour, might well be proposed again. There is therefore a slight chance that an amendment on the introduciton of speed limiters might be tabled again for the plenary vote.

ETSC would welcome the introduction of speed limiters for vans and sees this as a first step towards the implementation of Intelligent Speed Assistance (ISA). ISA is a technology that would prevent vehicles exceeding speed limits on all road types (as opposed to limiting only maximum speed). ETSC also supports the gradual introduction of ISA to other vehicle types.

Cross Border Enforcement

Both the European Commission and the Belgian Presidency are keen to make headway in finding agreement on the Cross Border Enforcement Directive. From the side of the Commission this was reaffirmed in its newly adopted Policy Orientations on Road Safety 2011-2020. The Belgian EU Presidency has placed the Directive back on the agenda and has scheduled numerous meetings within the Council for Member States to elaborate a new revised text. The Lisbon Treaty has made some key changes which will provide solutions for overcoming previous obstacles. ETSC welcomed the legislative proposal of March 2008 that would allow EU drivers to be identified and thus prosecuted for offences committed in a Member State other than the one where their vehicle is registered. The original text proposed in 2008 included in its scope speeding and running a red light as two of the four road safety offences that would be followed up by law enforcement authorities across borders.

©ETSC 2010

European Transport Safety Council

Members

Accident Research Unit - Medical University Hannover (D)
Association Prévention Routière (F)
Austrian Road Safety Board (KfV)(A)
Automobile and Travel Club Germany (ARCD)(D)
Automotive safety centre (UK)
Belgian Road Safety Institute (IBSR/BIVV)(B)
"Centro di ricerca per il Trasporto e la Logistica", Università degli studi di Roma "La Sapienza" (I)
Centro Studi Città Amica (CeSCAm),University of Brescia (I)
Chalmers University of Technology (S)
Comité Européen des Assurances (CEA)(Int)
Commission Internationale des Examens de Conduite Automobile (CIECA)(Int)
Confederacion Nacional de Autoescuelas (CNAE) (ES)
Confederation of Organisations in Road Transport Enforcement (CORTE)(Int)
Czech Transport Research Centre (CDV)(CZ)
Danish Road Safety Council (DK)
Dutch Safety Board (OVV)(NL)
European Federation of Road Traffic Victims (FEVR) (Int)
Fédération Internationale de Motocyclisme (FIM)(Int)
Finnish Motor Insurers' Centre, Traffic Safety Committee of Insurance Companies (VALT) (FIN)
Finnish Traffic Safety Agency (AKE) (FIN)
Folksam Research (S)
Fondazione ANIA (I)
Foundation for the Development of Civil Engineering (PL)
German Road Safety Council (DVR) (D)
Hellenic Institute of Transport (HIT) (GR)
Institute for Transport Studies (ITS),University of Leeds (UK)
INTRAS - Institute of Traffic and Road Safety, University of Valencia (E)
Liikenneturva (FIN)
Lithuanian National Association Helping Traffic Victims (NPNAA) (LT)
Motor Transport Institute (ITS)(PL)
Netherlands Research School for Transport, Infrastructure and Logistics (TRAIL)(NL)
Parliamentary Advisory Council for Transport Safety (PACTS)(UK)
Provincia di Crotone, Direzione Generale - Servizio Sicurezza Stradale (I)
Road and Safety (PL)
Road Safety Authority (IE)
Road Safety Institute Panos Mylonas (GR)
Safer Roads Foundation (UK)
Swedish National Society for Road Safety (NTF) (S)
Swiss Council for Accident Prevention (bfu)(CH)
Transport Infrastructure Systems and Policy Group (TISPG) (PT)
Trygg Trafikk - The Norvegian Council for Road Sfaety (NO)
University of Lund (S)
Vehicle Safety Research Centre, University of Loughborough (UK)

Board of directors

Professor Herman De Croo
Professor Richard Allsop
Dr. Walter Eichendorf
Professor Pieter van Vollenhoven
Professor G. Murray Mackay
Brian Simpson, MEP
Ines Ayala Sender, MEP
Dieter-Lebrecht Koch, MEP
Dirk Sterckx, MEP
Corien Wortmann-Kool, MEP

Executive director

Antonio Avenoso

Secretariat

Ellen Townsend, Policy Director
Ilyas Daoud, Project Officer
Vojtech Eksler, Policy Analyst
Graziella Jost, PIN Programme Manager
Evgueni Pogorelov, Communications Officer
Marco Popolizio, Project Officer
Gabriel Simcic, Project Officer
Francesca Podda, Project Officer
Paolo Ferraresi, Financial Officer

Speed Monitor

Editor and circulation
Gabriel Simcic
gabriel.simcic@etsc.eu

For more information about ETSC's activities, and membership, please contact
ETSC
Avenue des Celtes 20
B-1040 Brussels
Tel. + 32 2 230 4106
Fax. +32 2 230 4215
E-mail: ilyas.daoud@etsc.eu
Internet: www.etsc.eu

ETSC is grateful for the financial support provided for the Speed Monitor by Olympus KeyMed

The contents of Speed Monitor are the sole responsibility of ETSC and do not necessarily reflect the views of sponsors. © ETSC 2010