Tackling the Three Main Killers on the roads -
A priority for the forthcoming EU Road Safety Action Programme

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Tackling the Three Main Killers...

- **Speed, drink driving** and **non-use of seat belts** remain the three main killers on EU roads.

- Experience from fast progressing countries shows that **progress can be fast and save thousands of lives**.

- Progress is possible also for already good performing countries.
... A priority

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

• If, as estimated by the EC, 25% of road deaths occur in drink driving accidents, then at least 7,500 deaths could have been prevented.

• As many as 12,400 occupants of light vehicles survived serious crashes in 2009 across the EU, because they wore a seat belt. Another 2,500 deaths could have been prevented if 99% of occupants had been wearing a seat belt, a rate that could be reached with seat belt reminders.
Progress in reducing speed

- Drivers have slowed down since 2001
- Best progress has been made on motorways: around 30% of drivers exceed the speed limit on motorways
- But speed violations are still up to 70% on rural roads (in Denmark and Poland) and as many as 80% on urban roads (Poland).
- **France** is the only country to have achieved reduction in mean speeds on all road types.

  *Average speeds dropped by 10 km/h between 2001-2009 following the implementation of a fully automated speed management and safety camera system as part of the strategy to “end drivers’ impunity”.*
Yearly average % change in mean speeds of cars and vans on motorways

From earliest available baseline to latest available year  * All traffic
** Spain: measurements made on 20% of the toll motorways length only
SPEED on MOTORWAYS (II)

% of cars and vans exceeding the speed limits on motorways

- AT 130
- CH 120*
- CZ 130
- DK 110
- ES 120
- FR 130
- GB 113
- IE 120
- HU 130
- LT 110*
- LT 130*
- NL 120

* All traffic

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Yearly average % change in mean speed of cars and vans on rural roads

From earliest available baseline to latest available year  * All traffic
% of cars and vans exceeding speed limits on rural roads

- Denmark
- Poland
- France
- Austria on stretches limited to 100km/h

* All traffic
Yearly average % change in mean speed of cars and vans on urban roads

Czech Rep. - 4%
Ireland - 2.5%
GB - 0.9%
Poland - 0.8%
Austria (30) - 0.5%
Austria (50) - 0.2%

From earliest available baseline to latest available year *All traffic
% of cars and vans exceeding speed limits on urban roads

- Austria on 30km/h streets
- Poland
- Ireland
- Czech Republic

* All traffic

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Recommendations - Speed

- Key factors in achieving progress:
  - **automated speed enforcement** (France, Spain, ...)
  - **stricter sanctions, penalty points** (France, Spain, Czech Rep., ...)

- The EU should adopt the **Cross Border Enforcement Directive** to address speeding in the EU without delay

- **Germany, Greece, Portugal, Slovakia** do not monitor speeds which deprives them of important feedback on the effectiveness of their actions.
Progress in reducing Drink driving

**Difference** between the average annual % reduction in deaths attributed to alcohol and the corresponding reduction for other deaths (over 2001-2008)

- **Czech Rep.**, **Slovakia**, **Bulgaria**, **Belgium**, **Spain**
- **EU-27**
- **Italy**, **Portugal**, **Romania**, **Estonia**, **Finland**

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**EU-27**

**Czech Rep.**, **Slovakia**, **Bulgaria**, **Belgium**, **Spain**

**Italy**, **Portugal**, **Romania**, **Estonia**, **Finland**

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Recommendations - Drink driving

• Member States should increase the number of alcohol checks.  
  *Drivers stopped by traffic police in Finland, Sweden, Norway, Lithuania, Austria, Cyprus, Hungary, Czech Republic and Ireland are systematically breath-tested.*

• Member States should take measures to tackle the high rate of underreporting of drink driving deaths

• The EU should promote consistent and visible enforcement as powerful deterrent to drink driving

• The EU should adopt a 0.2 g/l BAC limit for commercial and novice drivers.

• The EU should support the introduction of alcolocks.
Seat belt use in FRONT seats

EU av. 89%

Italy: 65%
Greece: 75%
Belgium: 80%
Austria: 87%

France, Germany > 95%
Sweden

EU-27 in 2009
EU-27 in 2005
Seat belt use REAR seats

Big disparities!
EU av. 72% only

Germany 88%
UK 89%
Sweden 80%
Austria 65%
Portugal 49%
Greece 23%

Belgium ?
Bulgaria?
Romania?
To Member States:

• Increase enforcement of seat belt use in both front and rear seats. Each driver stopped for whatever reason should be checked for seat belt wearing, as well as any passengers.

• Incorporate non-wearing of seat belt as an offence in penalty point systems.

To the EU:

• Adopt legislation to ensure that every new car has as standard equipment enhanced seat belt reminders for all seats.
Member States and the EU in its 4th ERSAP should be prioritising road safety measures tackling the three main killers on the roads:

- Speeding
- Drink driving
- Non-use of seat belts