

Road safety in Europe



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

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- A **PIN Steering Group**



Statens vegvesen

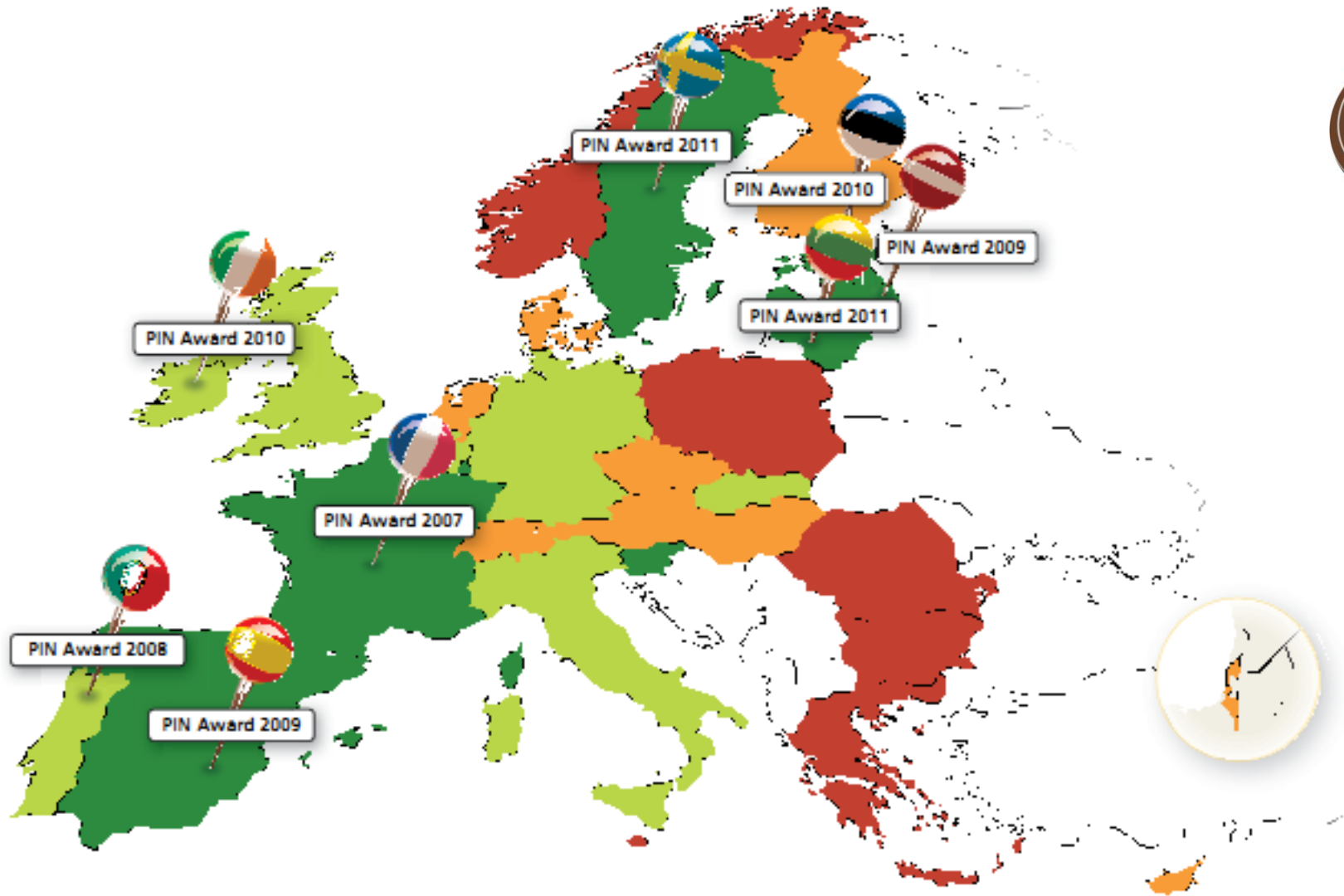


Performance index so far

- Annual number of deaths (PIN Reports)
- Road user groups:
 - Vulnerable road users (2011)
 - Young people (2011)
 - Children (2009)
 - Elderly (2008)
- Types of roads:
 - Rural roads (2011)
 - Capital cities (2009)
 - Motorways (2008)
- Road users' behaviour:
 - Driving speeds (2010)
 - Drink driving (2010)
 - Seat belt use (2010)

Road Safety PIN Awards

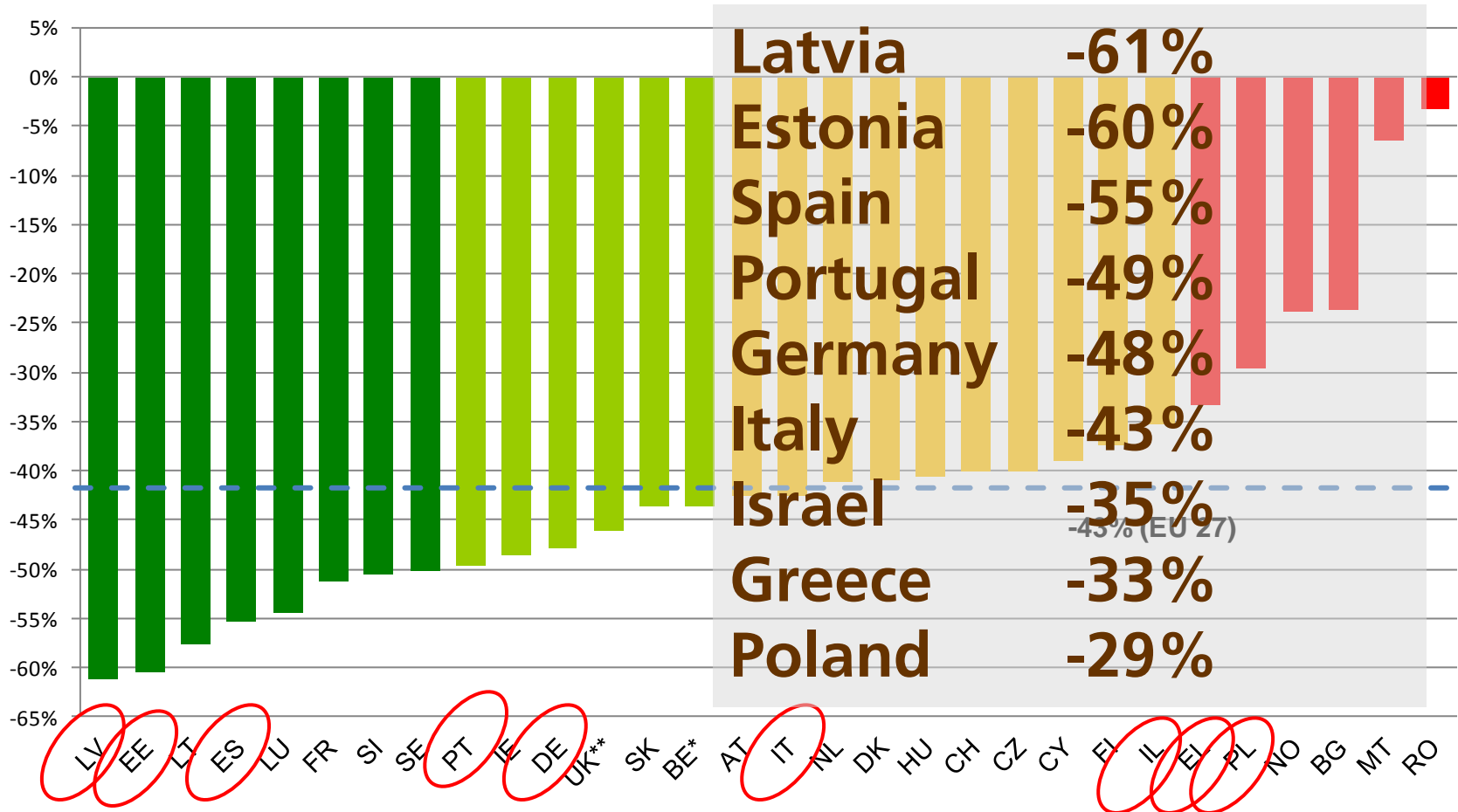
1



Best progress 2001-2010

2

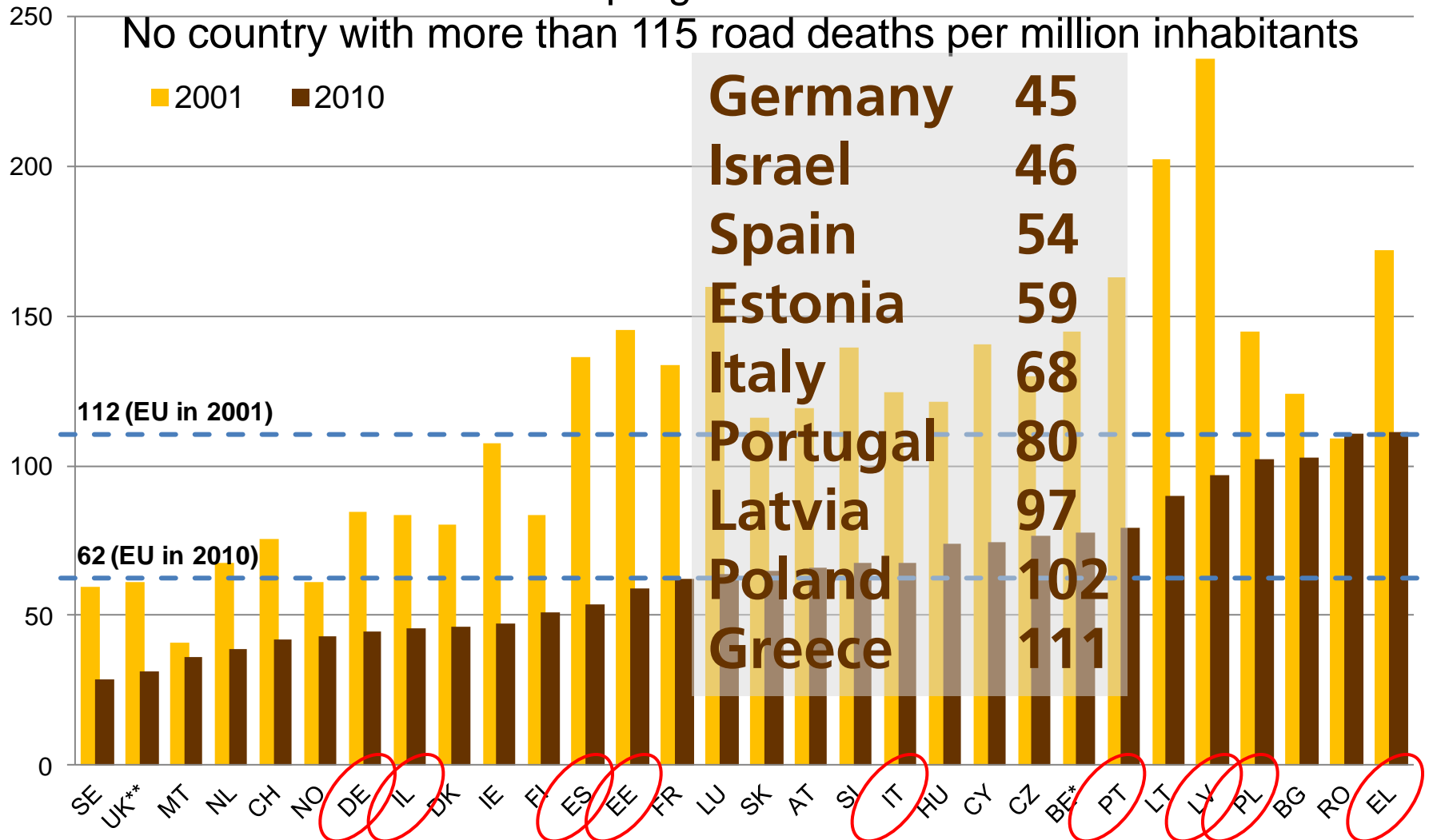
Percentage change in road deaths between 2001 and 2010



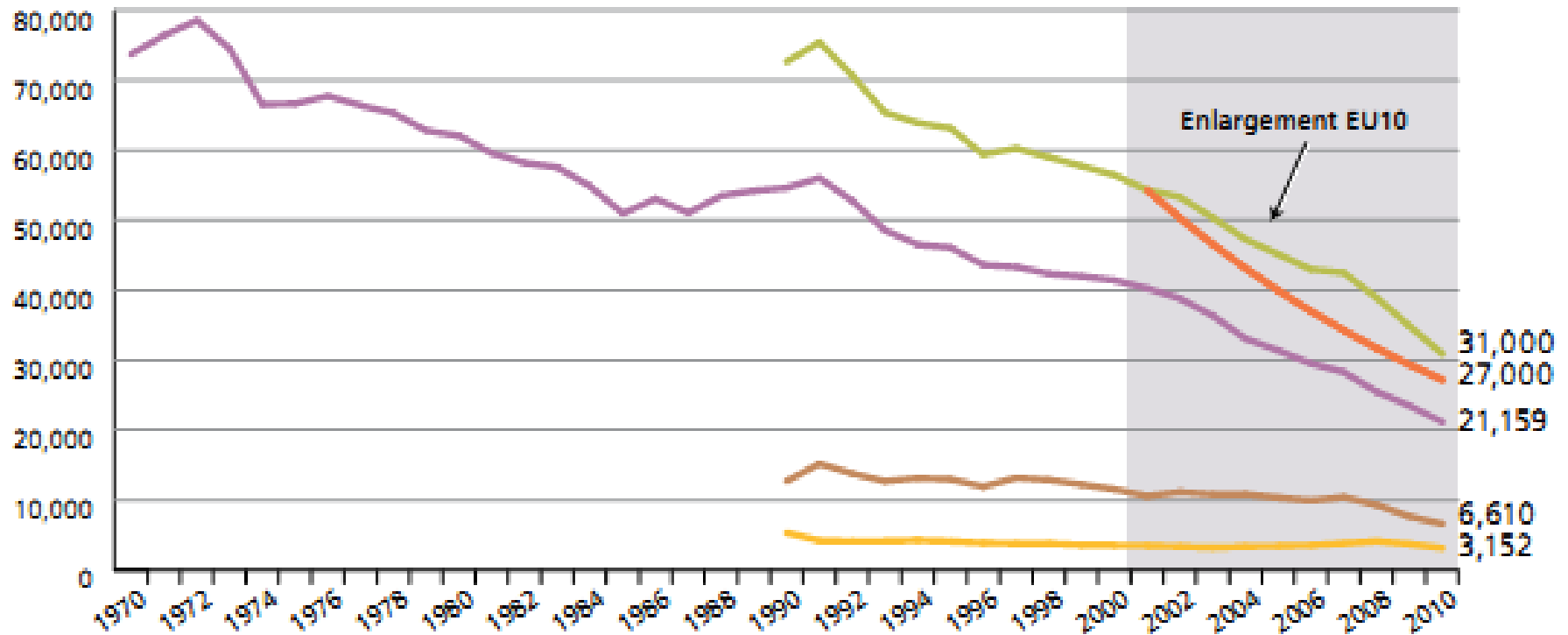
Deaths per population in 2010

2

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 impact of the EU Target (cont'd)

Reductions in the number of deaths have been much higher in 2001-2010 than in the three preceding decades

| Period | EU-15 | | EU-10 | |
|-----------|-----------|--------------------------|-----------|--------------------------|
| | Reduction | Annual average reduction | Reduction | Annual average reduction |
| 1971-1980 | 19% | 2.4% | n/a | n/a |
| 1981-1990 | 8% | 1.7% | n/a | n/a |
| 1991-2000 | 22% | 4.0% | 18% | 1.5% |
| 2001-2010 | 47% | 6.2% | 38% | 4.7% |

In the **EU15**, road deaths have been cut by **47%**.

In the **EU10**, reductions have been slower but gained pace in the last years to reach **38% in 2010**.

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.*

☠ Failure to wear **seat belts**

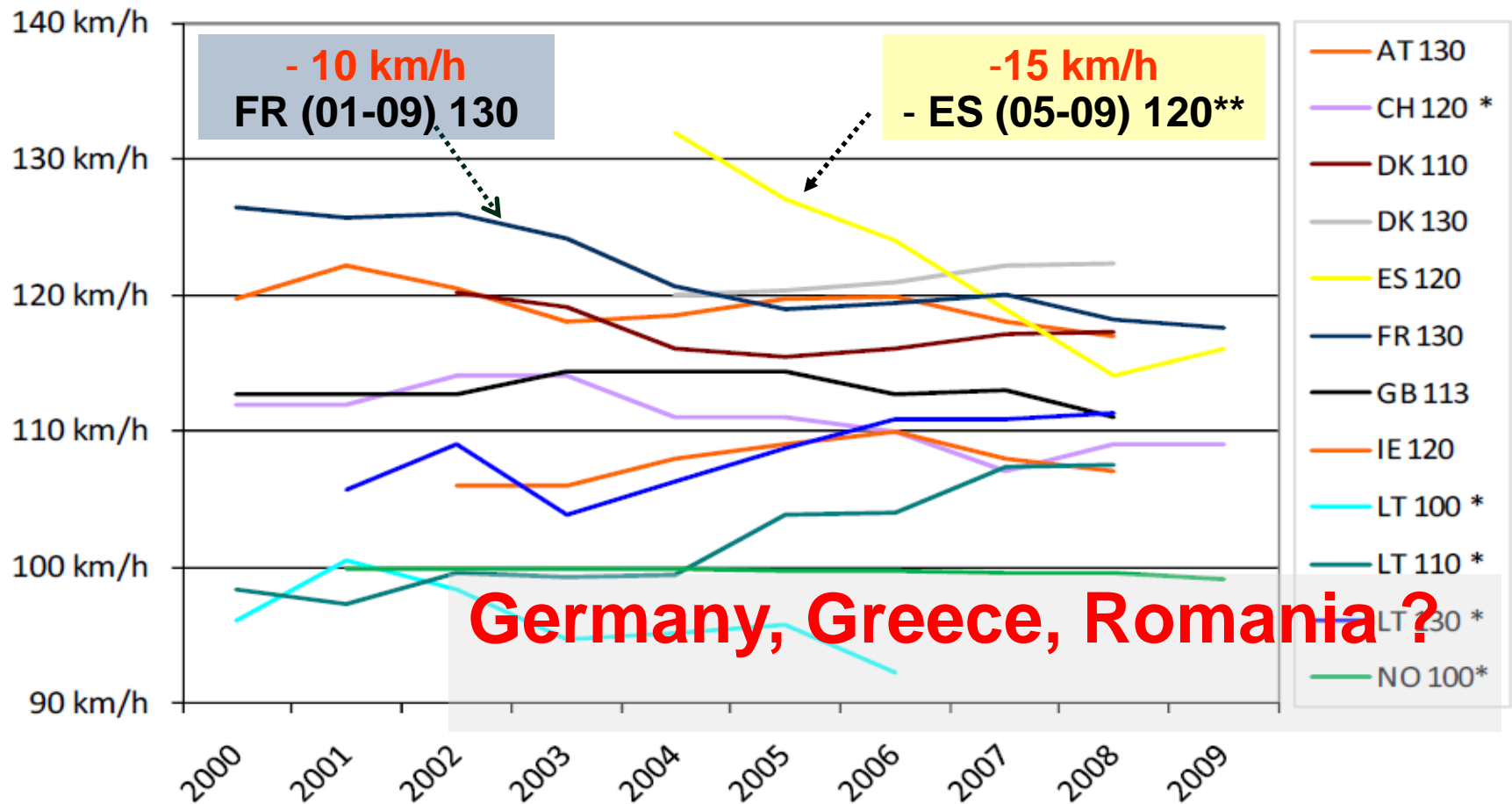
*Around **12,400** car occupants survived serious crashes in 2009 because they wore a seat belt.*

*Another **2,500** deaths could have been prevented if **99%** of occupant had been wearing a seat belt.*

Progress in reducing speed (I)

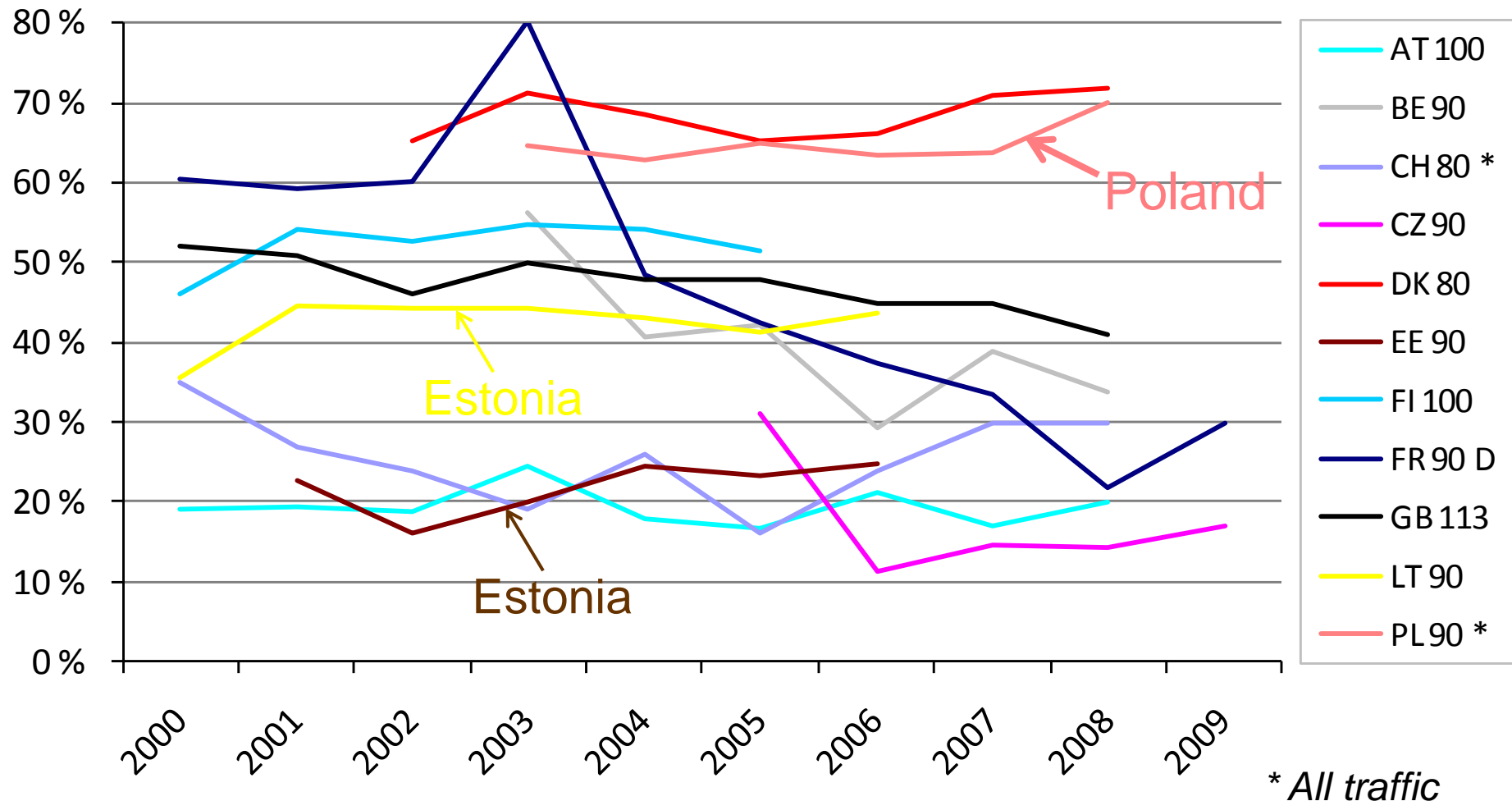
5

Mean speed of cars and vans on **MOTORWAYS** and yearly average % change in mean speed in some European countries.



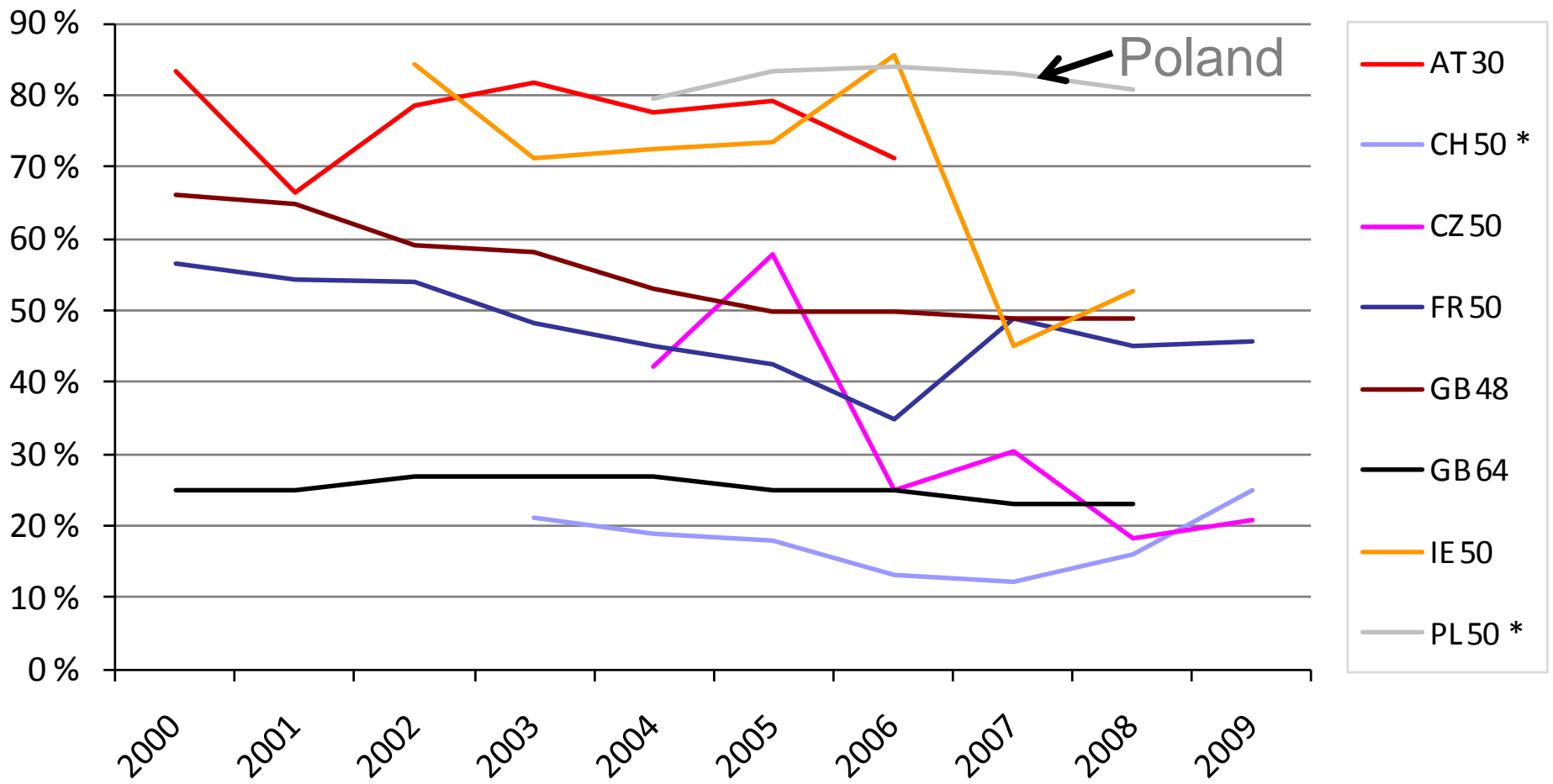
Speed on rural roads (II)

% of cars and vans exceeding speed limits on rural roads



Speed on urban roads (II)

% of cars and vans exceeding speed limits on urban roads



* All traffic

ETSC Speed ‘message’

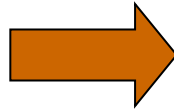
- Key factors in achieving progress:
automated speed enforcement (France, Spain,...
stricter sanctions, penalty points (France, Spain, Czech Rep., ...)
- More than **2,200** road deaths could be prevented each year if average speeds dropped by only **1 km/h** on all roads across the EU.
- The EU should adopt the **Cross Border Enforcement Directive** to address speeding in the EU without delay
- **Germany, Greece, Romania, ...** do not monitor speeds which deprives them of important feedback on the effectiveness of their actions.

Actual level of Enforcement

5

Speed – Yearly speed tickets per 1,000 pop.

Alcohol – Roadside police tests per 1,000 pop.



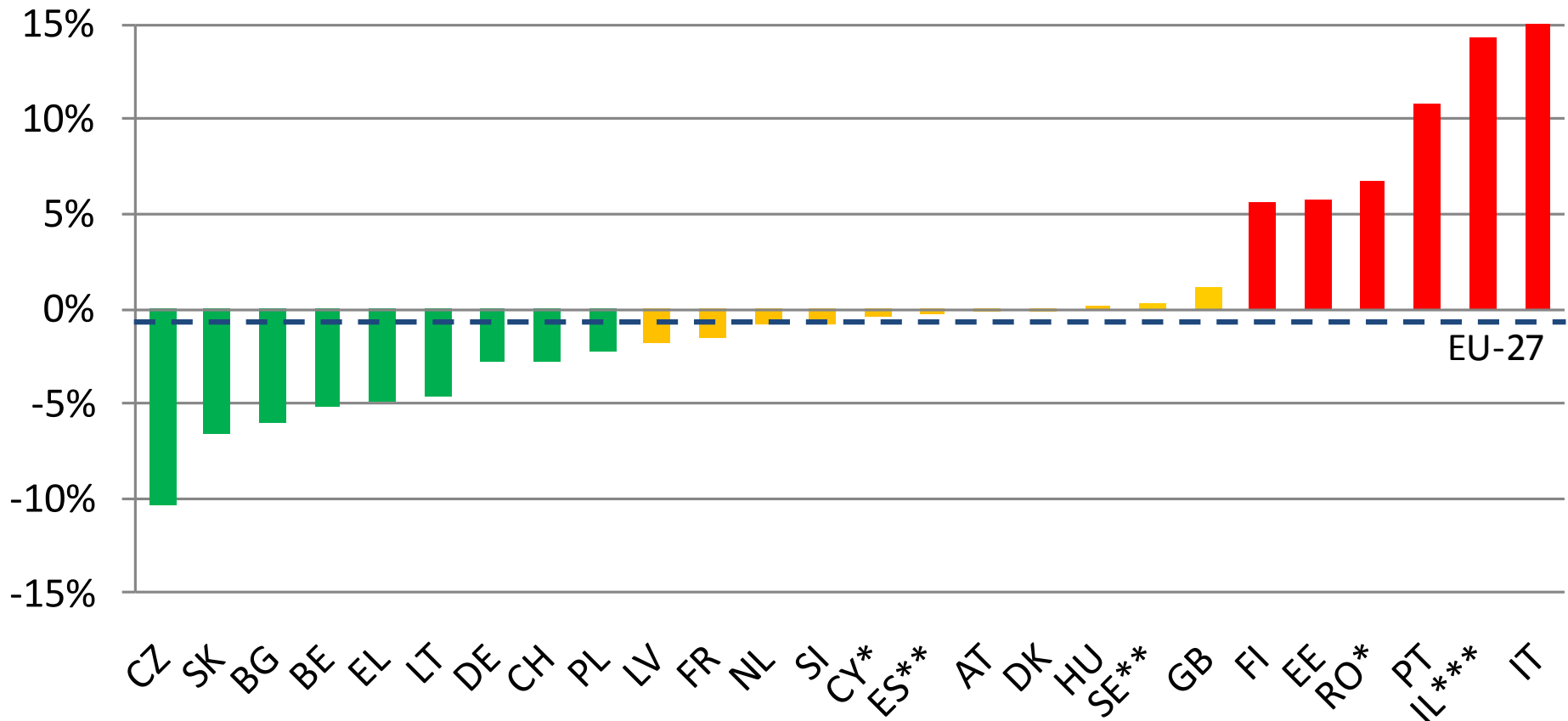
| Country | Code | 2006 | | 2007 | | 2008 |
|---------------|------|---|------------------------------|---|------------------------------|------|
| | | Roadside police tests per 1000 population | Percentage above legal limit | Roadside police tests per 1000 population | Percentage above legal limit | |
| Finland | FI | n/a | n/a | 318 | 1.6% | 385 |
| Norway | NO | n/a | n/a | n/a | n/a | 338 |
| Sweden | SE | 264 | 0.9% | 292 | 0.8% | 287 |
| Slovenia | SI | 162 | 8.0% | 191 | 7.3% | 200 |
| France | FR | 186 | 3.2% | 182 | 3.3% | 190 |
| Cyprus | CY | 90 | 6.2% | 149 | 6.8% | 182 |
| Greece | EL | 118 | 3.4% | 143 | 2.9% | 135 |
| Hungary | HU | 144 | 2.9% | 143 | 3.2% | 130 |
| Ireland | IE | n/a | n/a | 113 | 4.1% | 128 |
| Spain | ES | 88 | 2.5% | 96 | 2.2% | 112 |
| Estonia | EE | 76 | 0.9% | 68 | 1.0% | 95 |
| Austria | AT | 56 | 9.4% | 77 | 7.0% | 87 |
| Israel | IL | 4 | 16.5% | 24 | 5.1% | 69 |
| Portugal | PT | 48 | 7.3% | 56 | 5.6% | 63 |
| Poland | PL | n/a | n/a | n/a | n/a | 47 |
| Lithuania | LT | 31 | 1.4% | 34 | 1.6% | 40 |
| Denmark | DK | n/a | n/a | n/a | n/a | 36 |
| Italy | IT | 4 | n/a | 12 | n/a | 23 |
| Great Britain | GB | 10 | 17.4% | 10 | 16.3% | NA |

| Country | Code | Yearly speed tickets per thousand population | | |
|-----------------|------|--|------|------|
| | | 2006 | 2007 | 2008 |
| The Netherlands | NL | 543 | 595 | 558 |
| Austria | AT | 327 | 458 | 456 |
| Switzerland | CH | 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 | 50 |
| Latvia | LV | 41 | 45 | 49 |
| Denmark | DK | 47 | 48 | 45 |
| Spain | ES | 17 | 27 | 44 |
| Luxembourg | LU | 48 | 49 | 42 |
| Ireland | IE | n/a | 45 | 40 |
| Poland | PL | 28 | 32 | 34 |
| Greece | EL | 34 | 32 | 31 |
| Israel | IL | 22 | 22 | 30 |
| Hungary | HU | 17 | 16 | 29 |
| Sweden | SE | 21 | 24 | 25 |
| Slovakia | SK | 25 | 21 | 24 |
| Italy | IT | 23 | 25 | 24 |
| Bulgaria | BG | 13 | 18 | 20 |
| Czech Republic | CZ | 30 | 21 | 17 |
| Lithuania | LT | 18 | 20 | 10 |
| Portugal | PT | 9 | n/a | n/a |

| |
|------|
| 5.9% |
| 9.5% |
| 1.7% |
| n/a |
| n/a |
| n/a |

Progress in reducing Drink driving

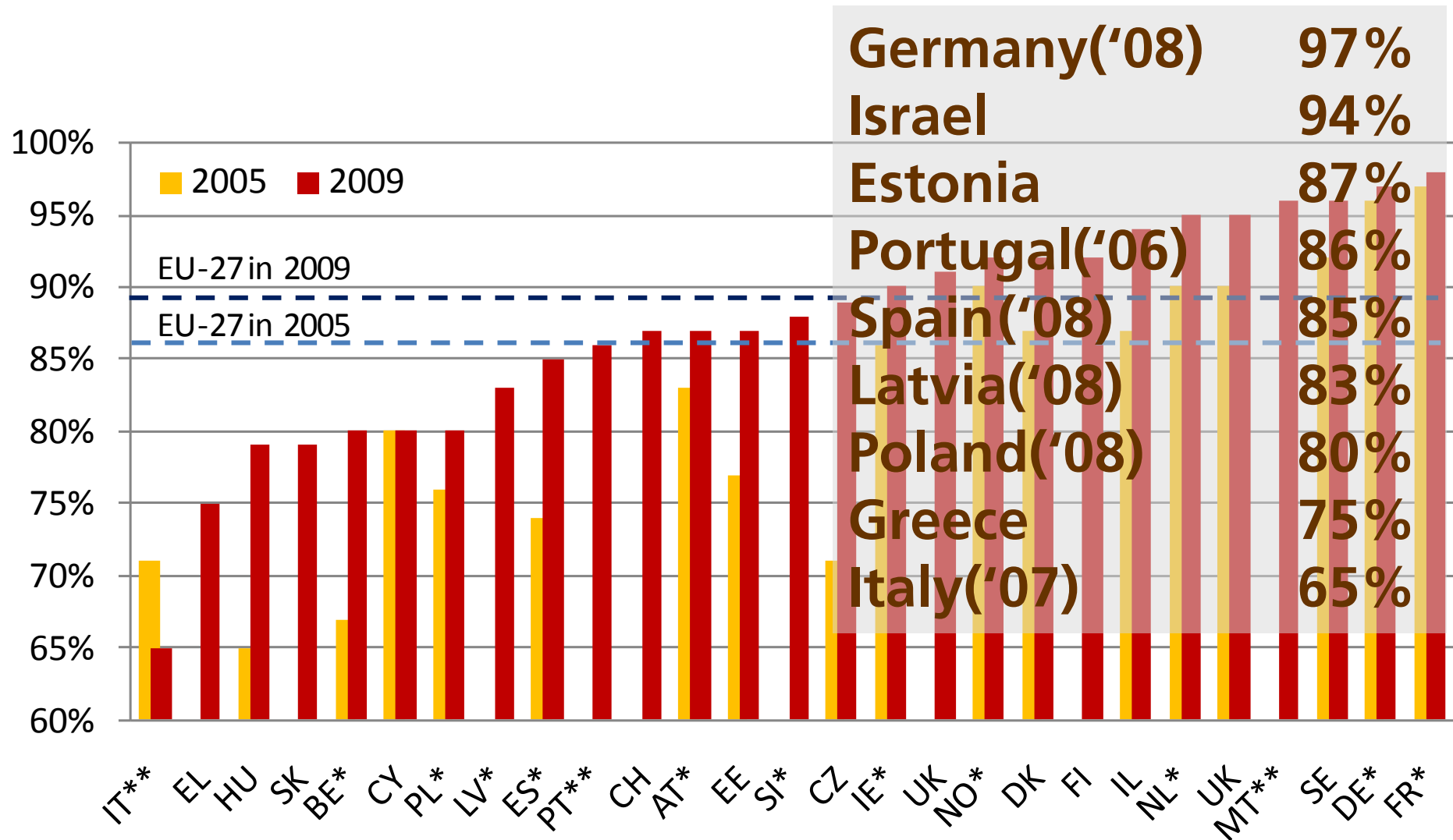
Difference between the average annual % reduction in deaths attributed to alcohol and the corresponding reduction for other deaths (over 2001-2008)



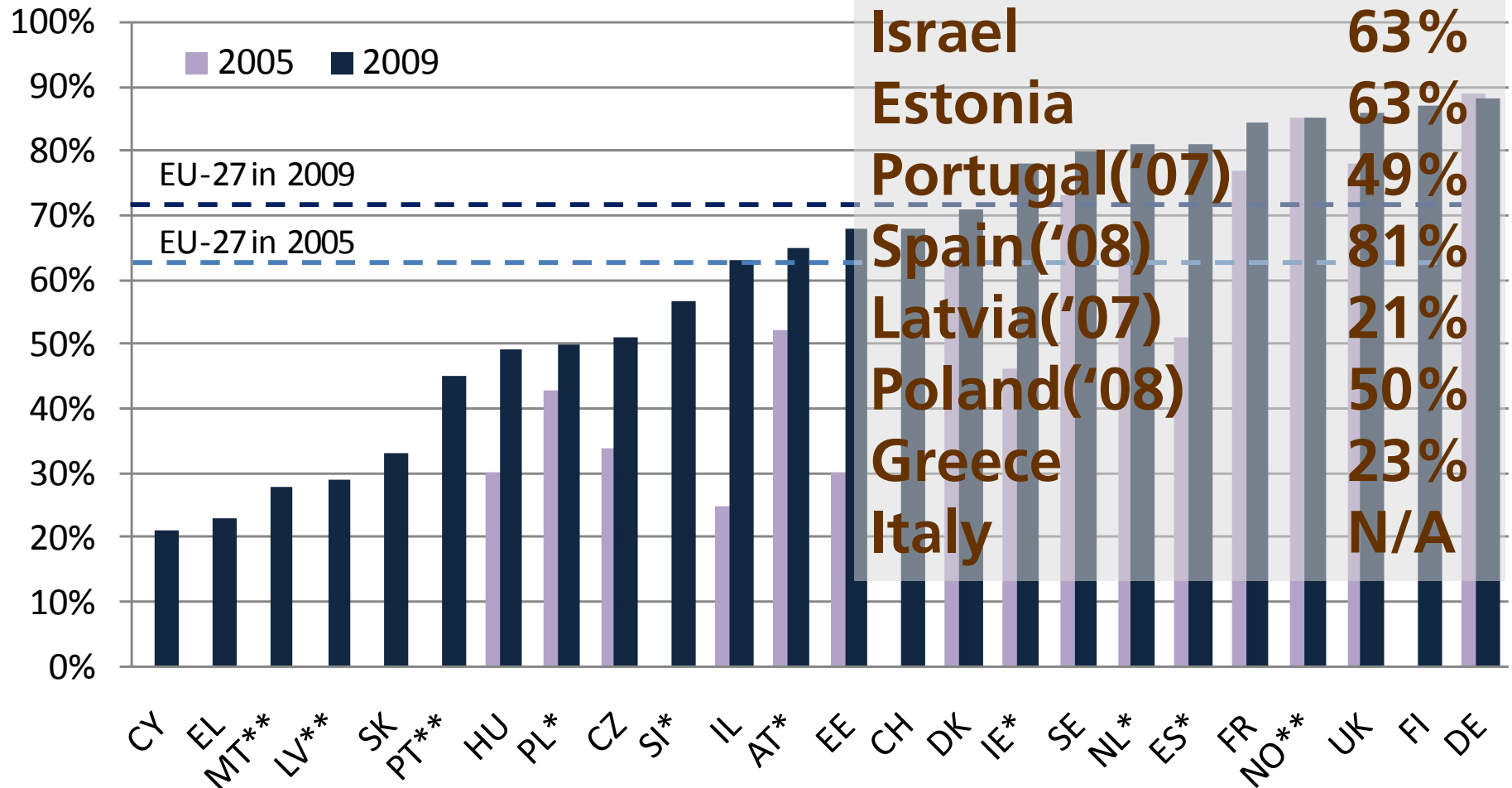
ETSC Drink driving 'message'

- High underreporting of drink driving deaths
- The European Commission estimates that across the EU at least **25%** of all road deaths are alcohol related, against 11.5% according to official statistics.
- At least **7 500** deaths could have been prevented (if 25% of all deaths occur in collisions with a driver over the alcohol limit)
- 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 front seat



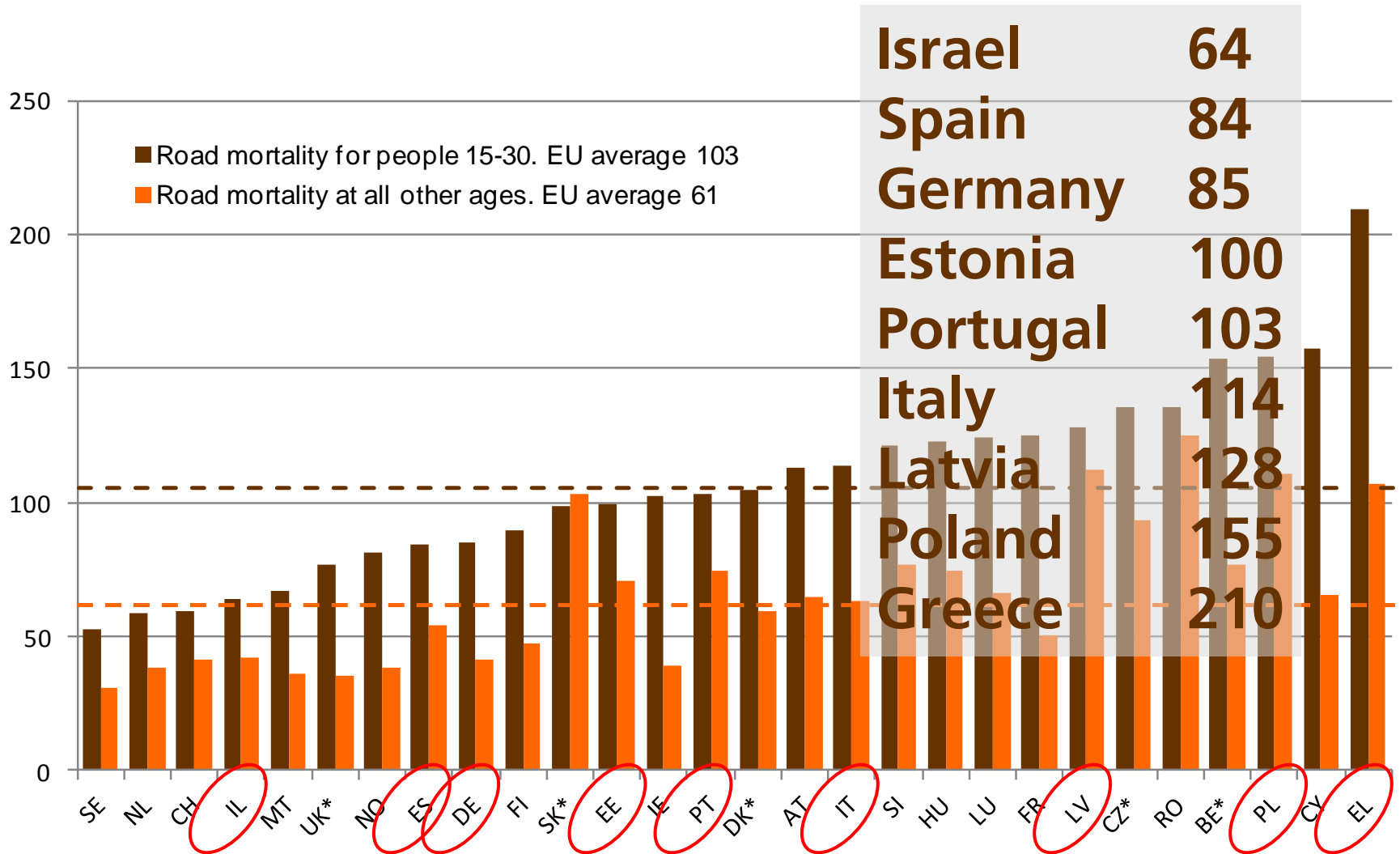
Seat belt use rear seats



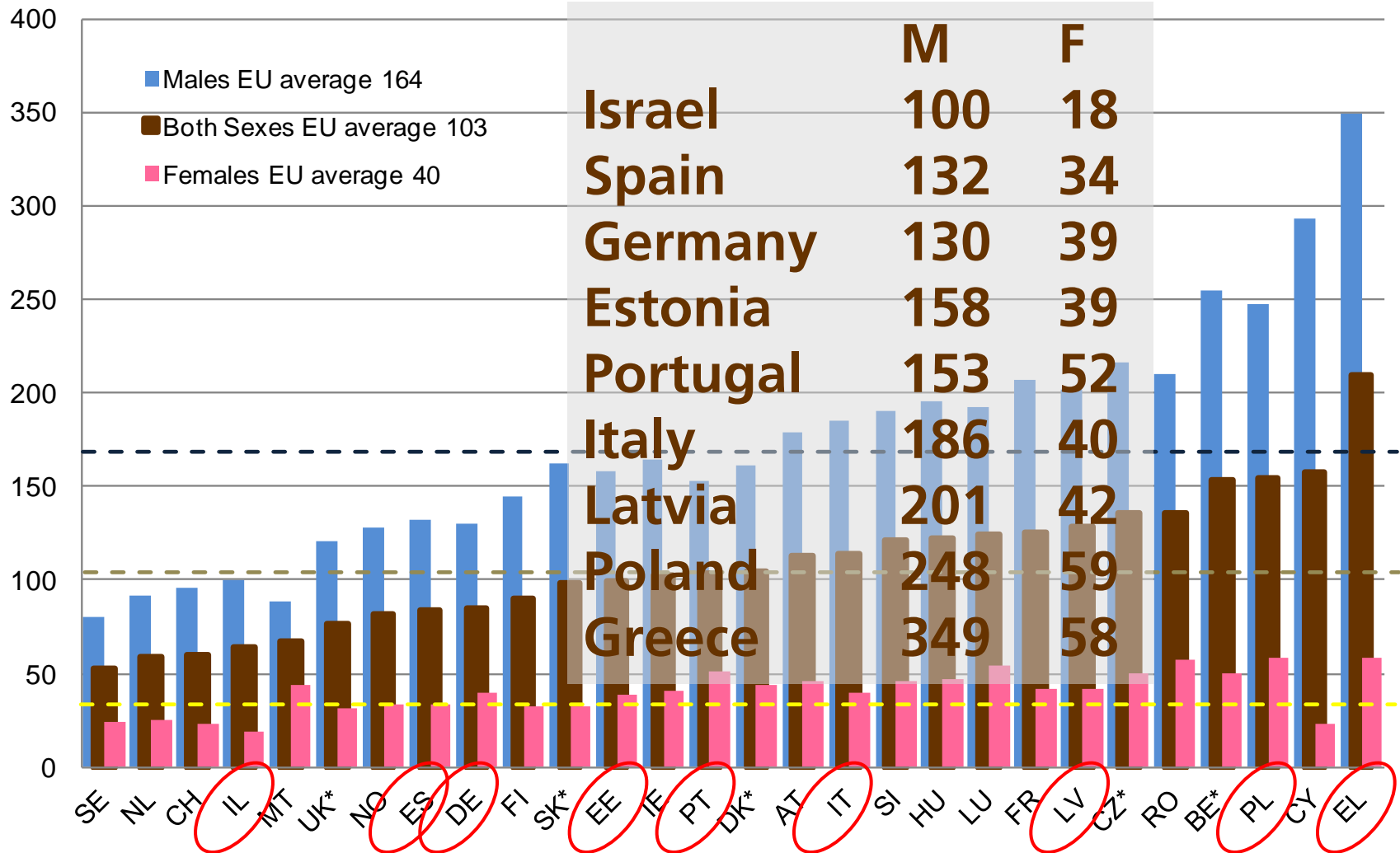
ETSC Seat belt 'message'

- Although obligatory in all Member States, seat belt use is still only **88%** for front seats and as low as **72%** for rear seats
- Despite some progress, rates are still disturbingly low in many Eastern and Southern European countries
- 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, a rate that could be reached with seat belt reminders.
- The EU should support the extension of **seat belt reminders** to all seats without delay.

Young people: higher risk on the road



Young males at higher risk than females



Reduction in young people mortality since 2001

