

# Road safety in Europe



- **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

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- A **PIN Steering Group**



Statens vegvesen



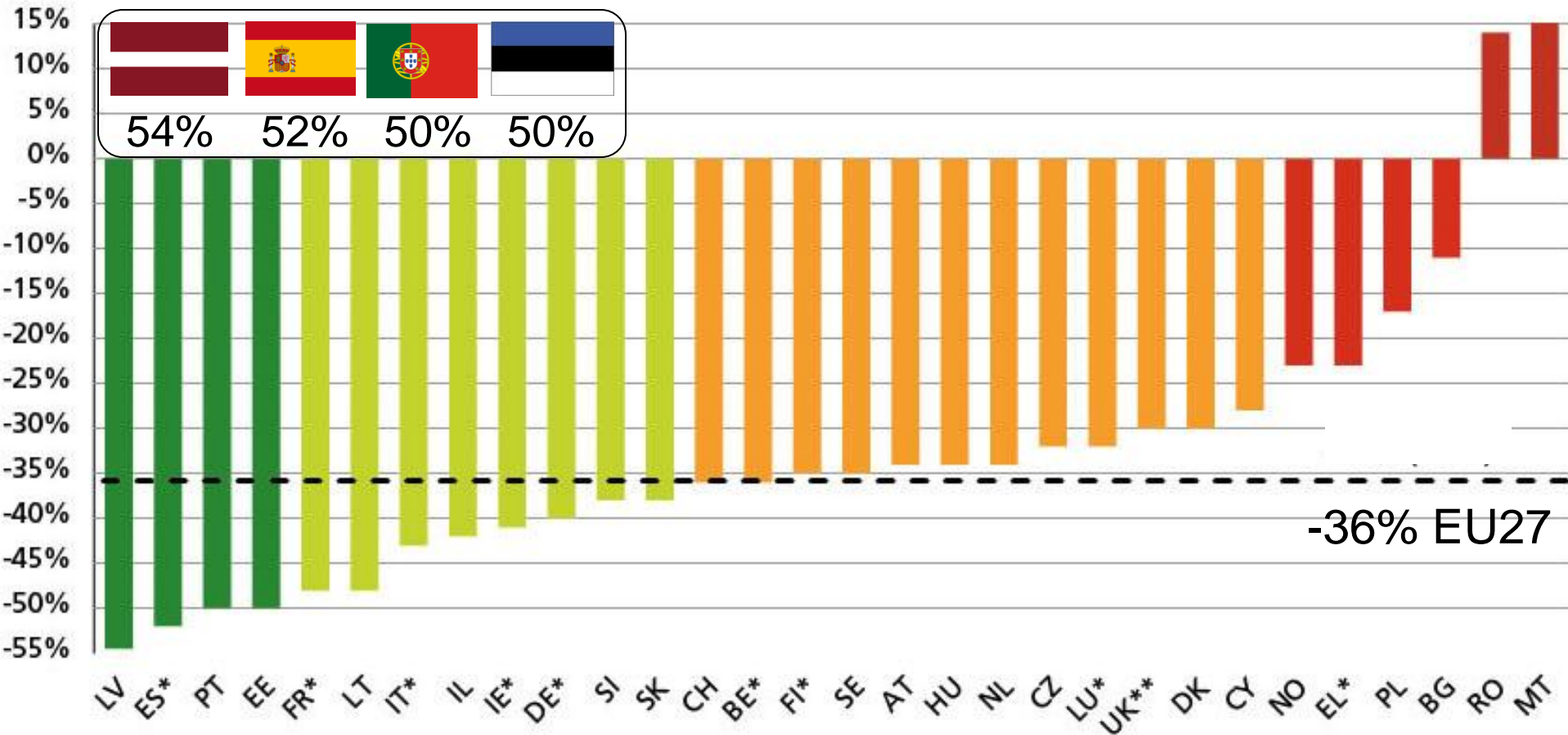
# Performance index so far

- Annual number of deaths *(PIN reports)*
- Serious injuries *(PIN report 2010)*
- Seat belt use *(" " 2010)*
- Deaths from drink driving *(" " 2010)*
- Driving speeds *(" " 2010)*
- Motorcycling deaths *(PIN report 2008)*
- Deaths among older road users *(" " 2008)*
- Deaths on motorways *(" " 2008)*
- Deaths among children *(PIN report 2009)*
- Deaths in capital cities *(" " 2009)*
- Car safety *(" " 2009)*

# Best progress 2001-2009

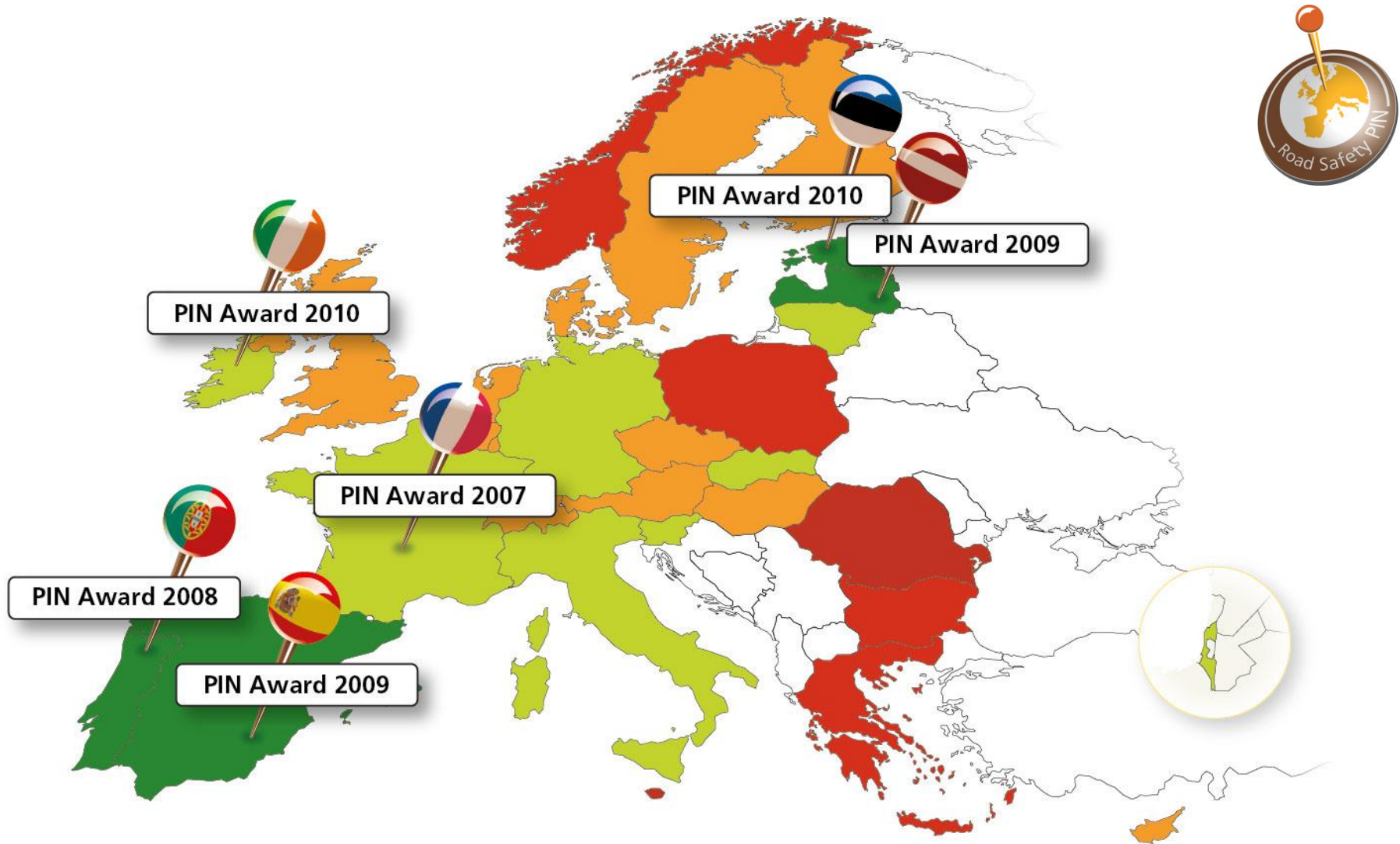
2

Percentage change in road deaths between 2001 and 2009



# Road Safety PIN Awards

1





# Awards 2010: Estonia and Ireland

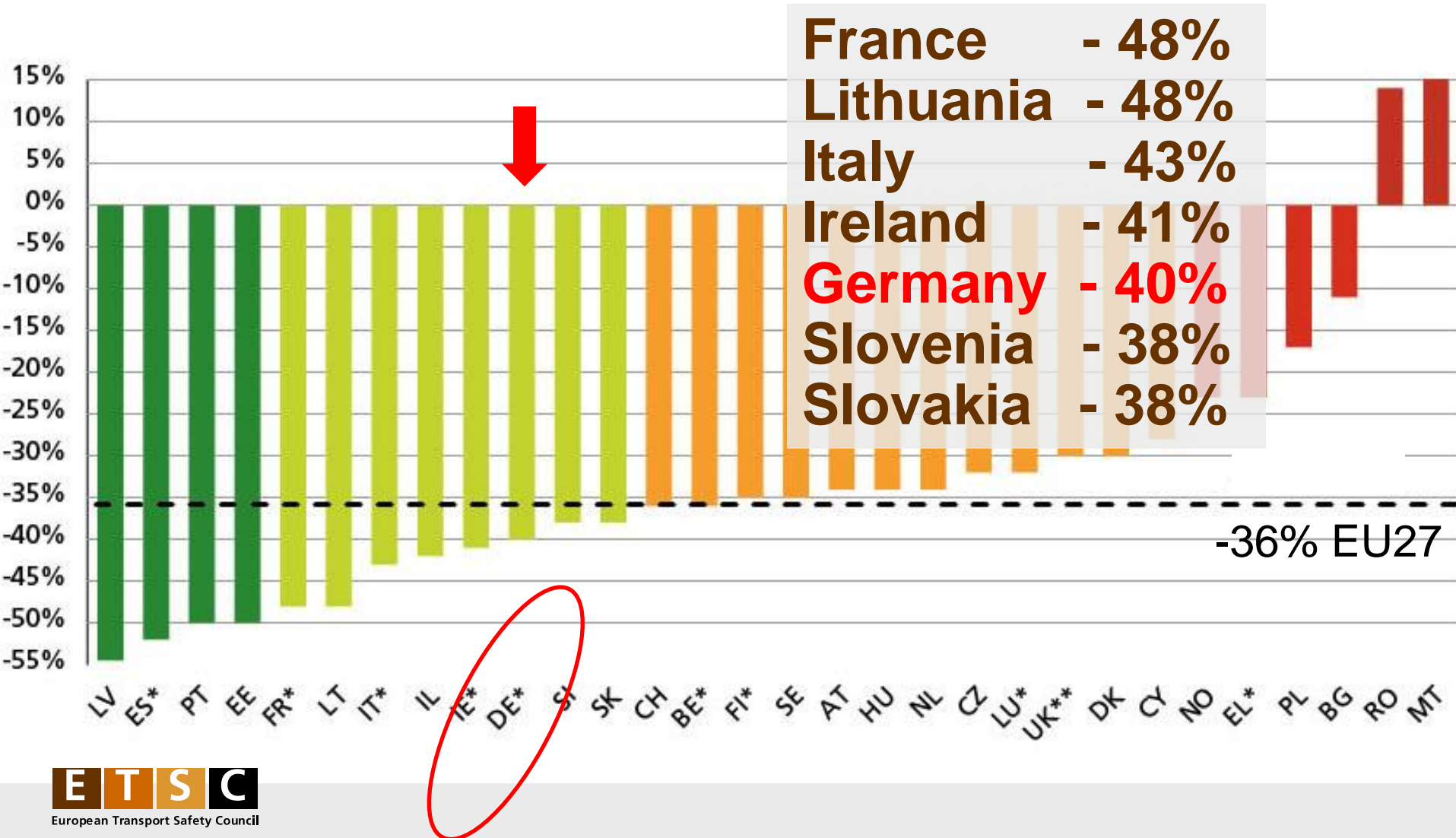
1



# Countries that are progressing

2

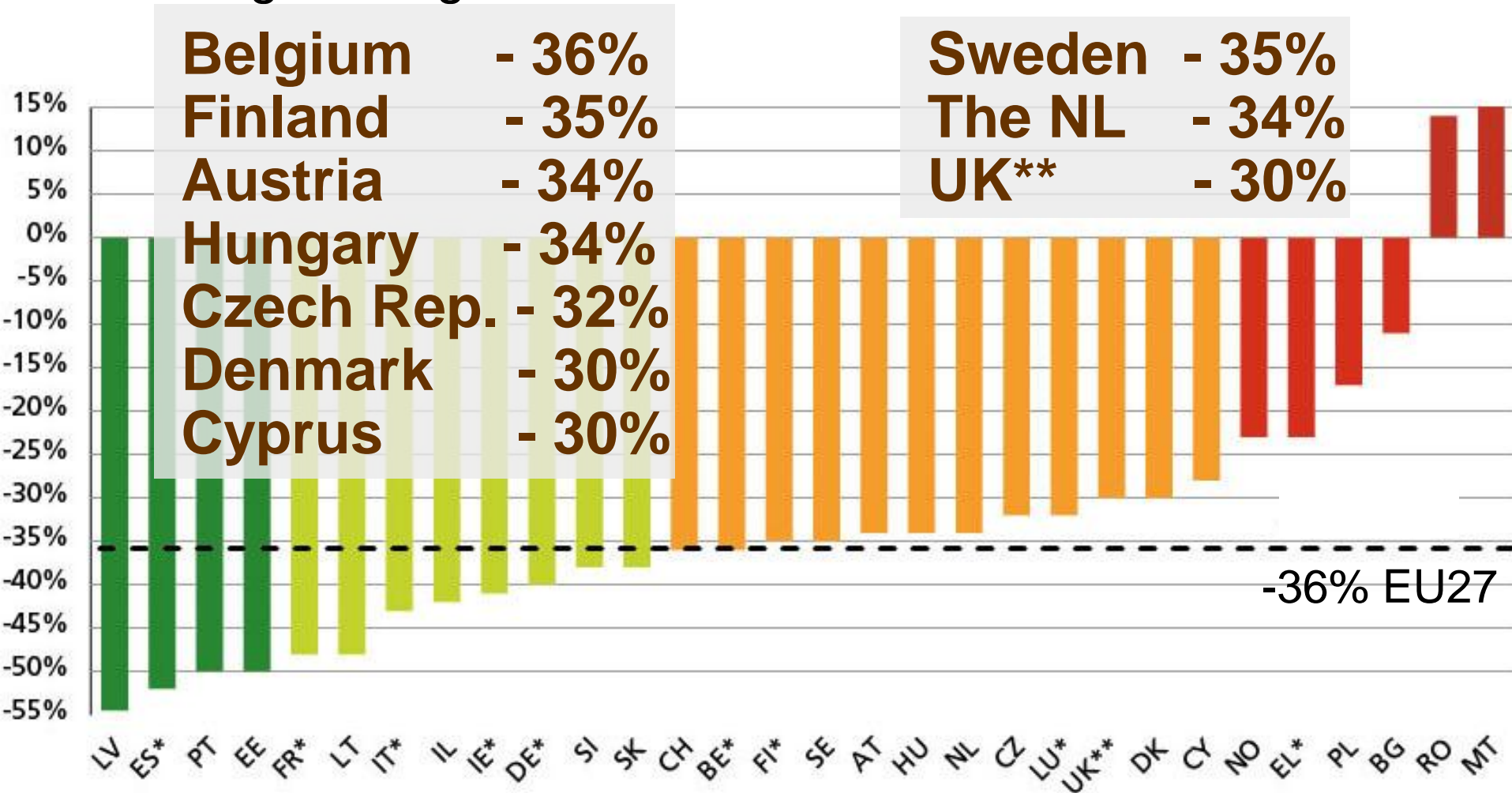
Percentage change in road deaths between 2001 and 2009



# Countries progressing less

2

Percentage change in road deaths between 2001 and 2009

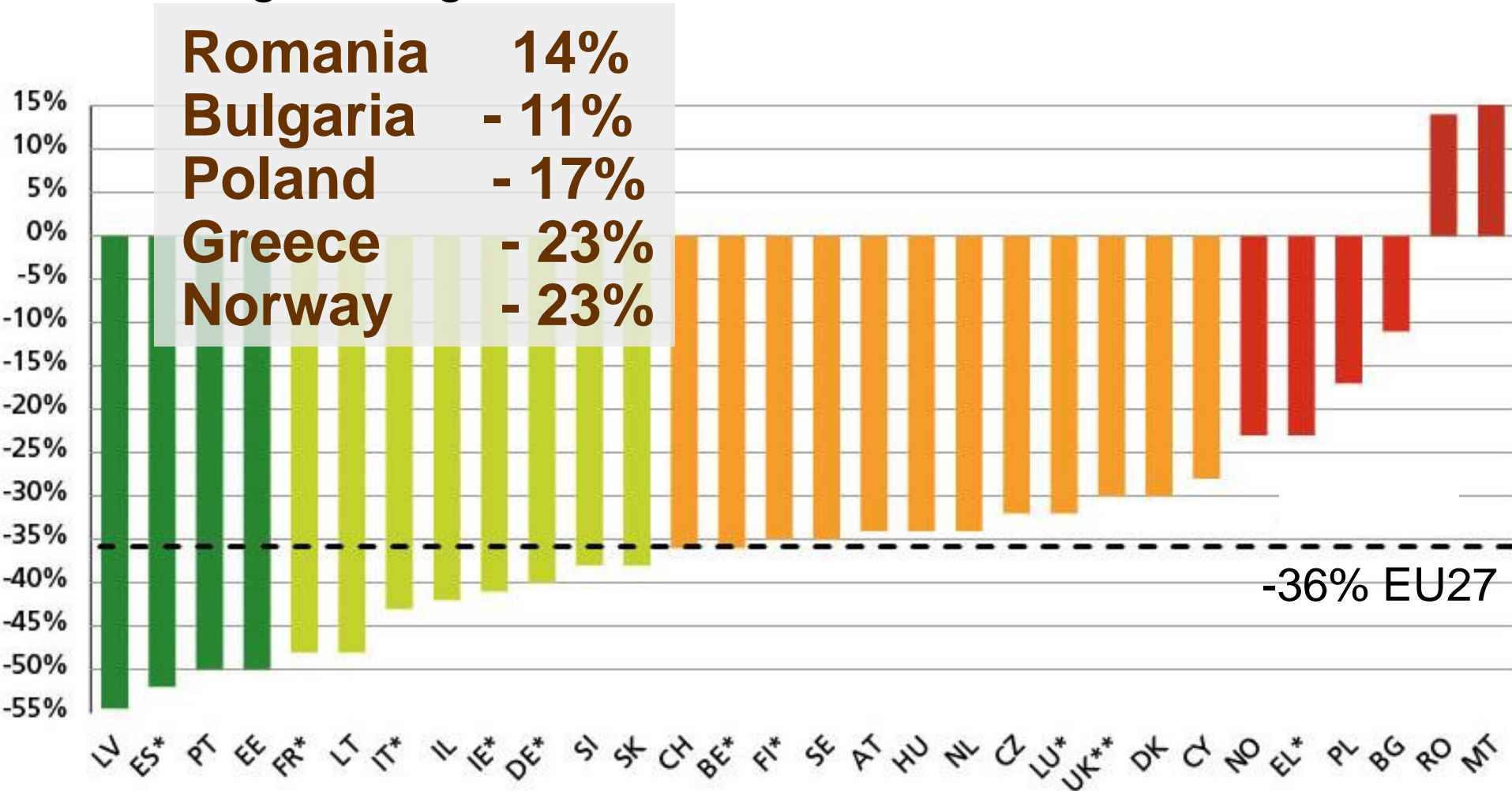




# Countries lagging behind

2

Percentage change in road deaths between 2001 and 2009

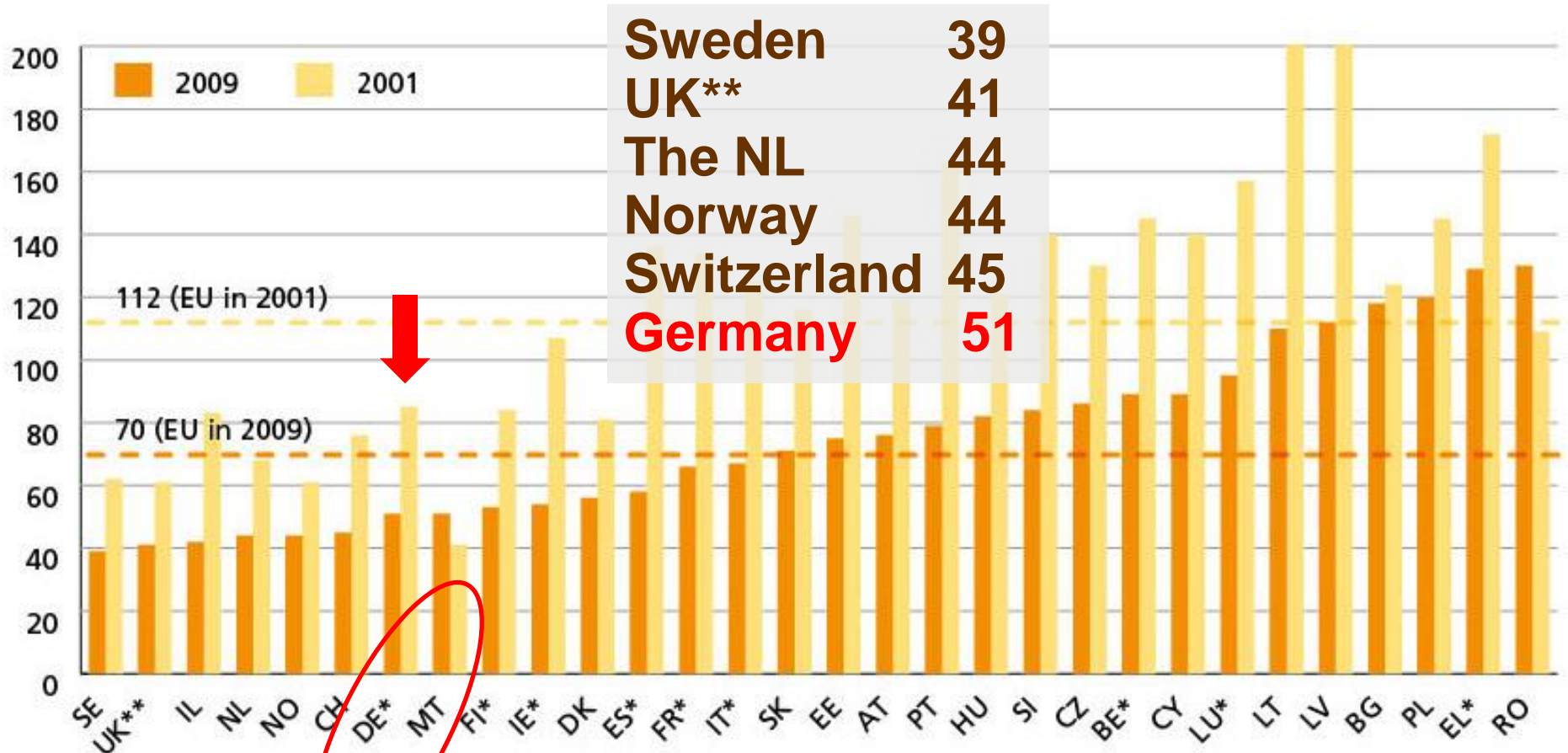


# Deaths per population in 2009

2

Good progress since 2001

No more country with more than 130 road deaths per million population



Germany 4<sup>th</sup> out of 27<sup>th</sup> EU MS in deaths per million pop

# The impact of the EU Target

2

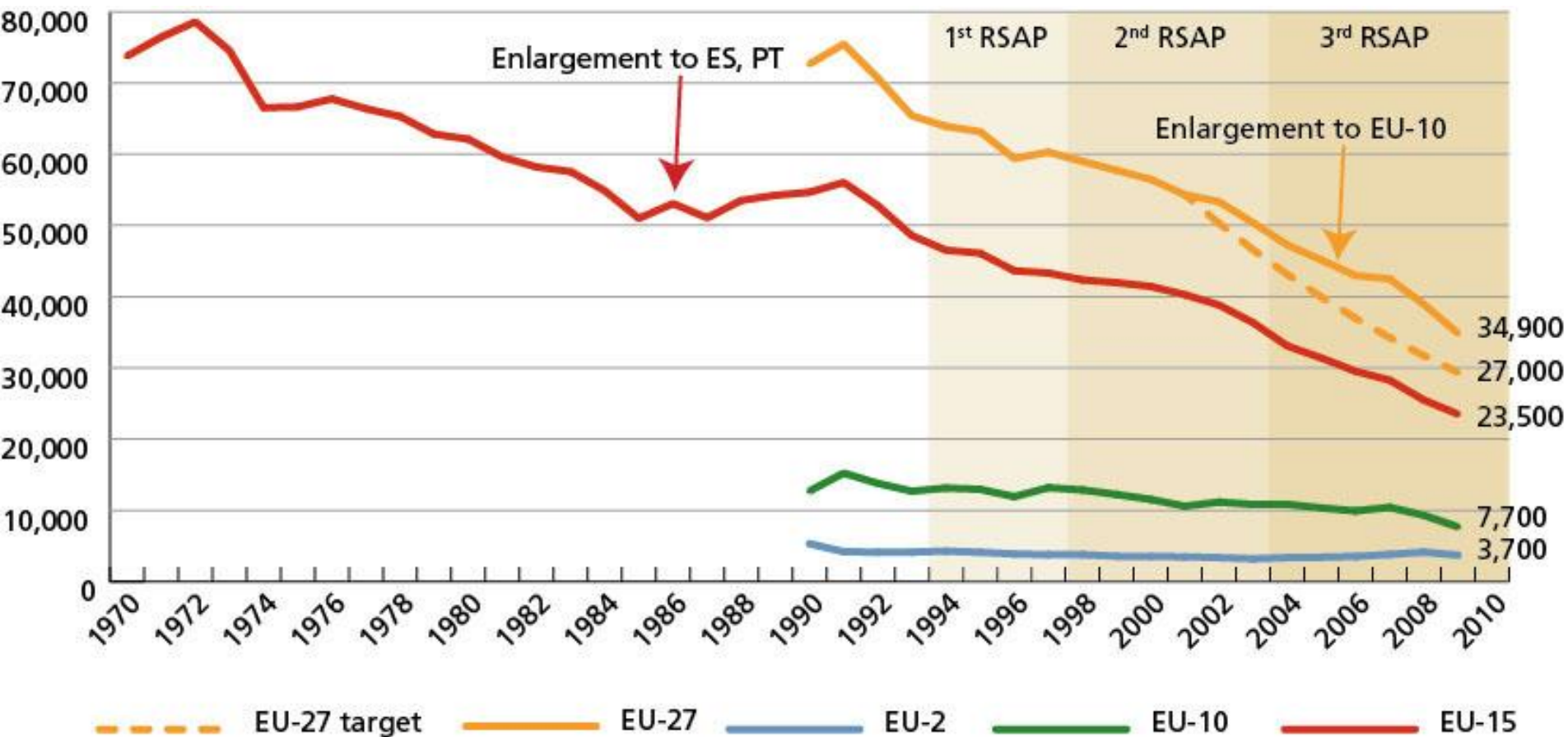
Reductions in the number of deaths have been much higher in 2001-2009 than in three preceding decades

Period	EU-15 countries		EU-10 countries	
	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%
2001-2009	42%	6.3%	27%	2.0%

In the **EU15**, road deaths have been cut by **42%**.

In the **EU10**, reductions have been slower but gained pace in the last two years to reach **27% in 2009**.

# The impact of the EU Target (cont'd)



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

## ETSC 4<sup>th</sup> 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.*

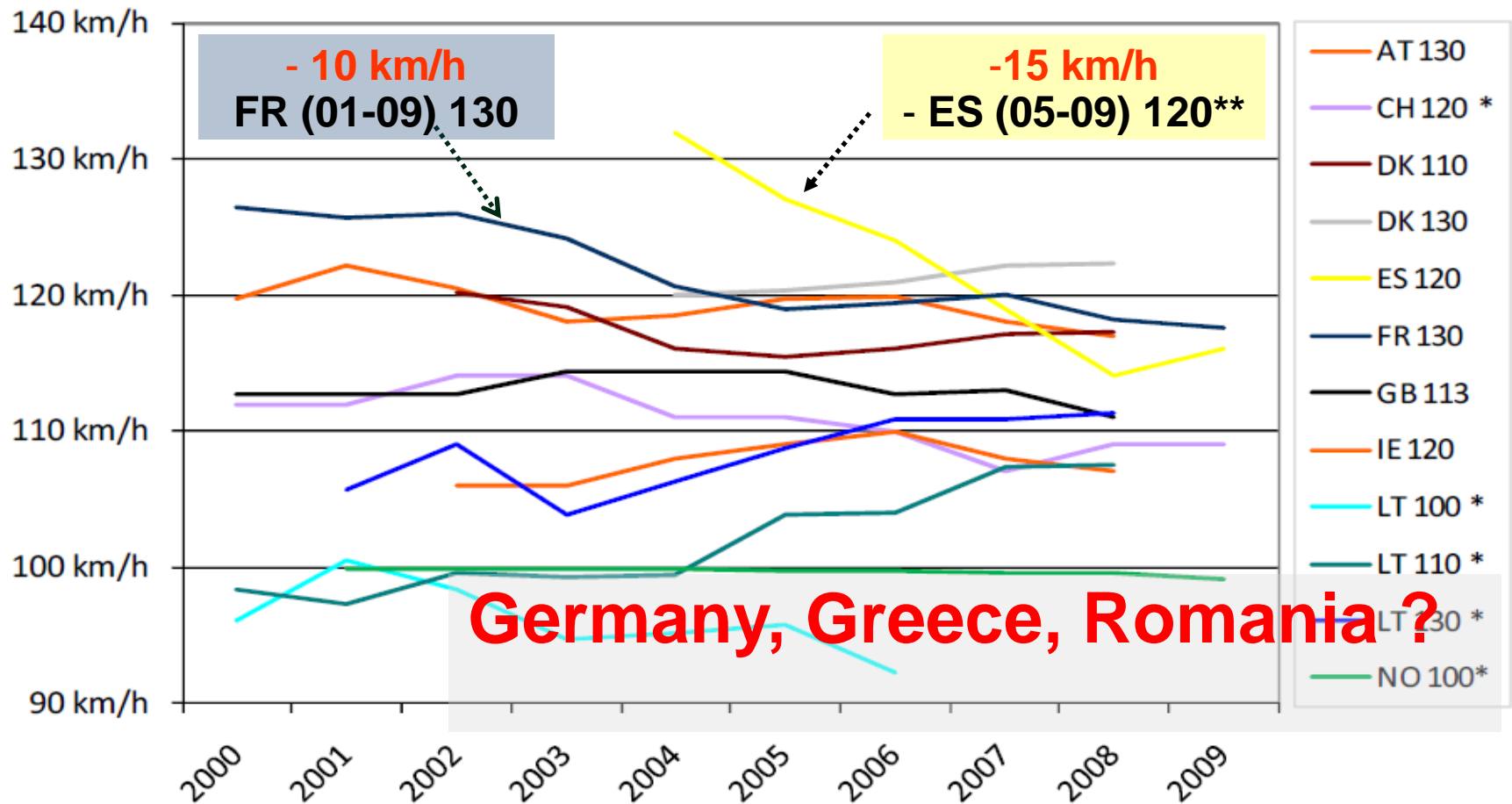
*Another **2,500** deaths could have been prevented if **99%** of occupant had been wearing a seat belt.*



# Progress in reducing speed (I)

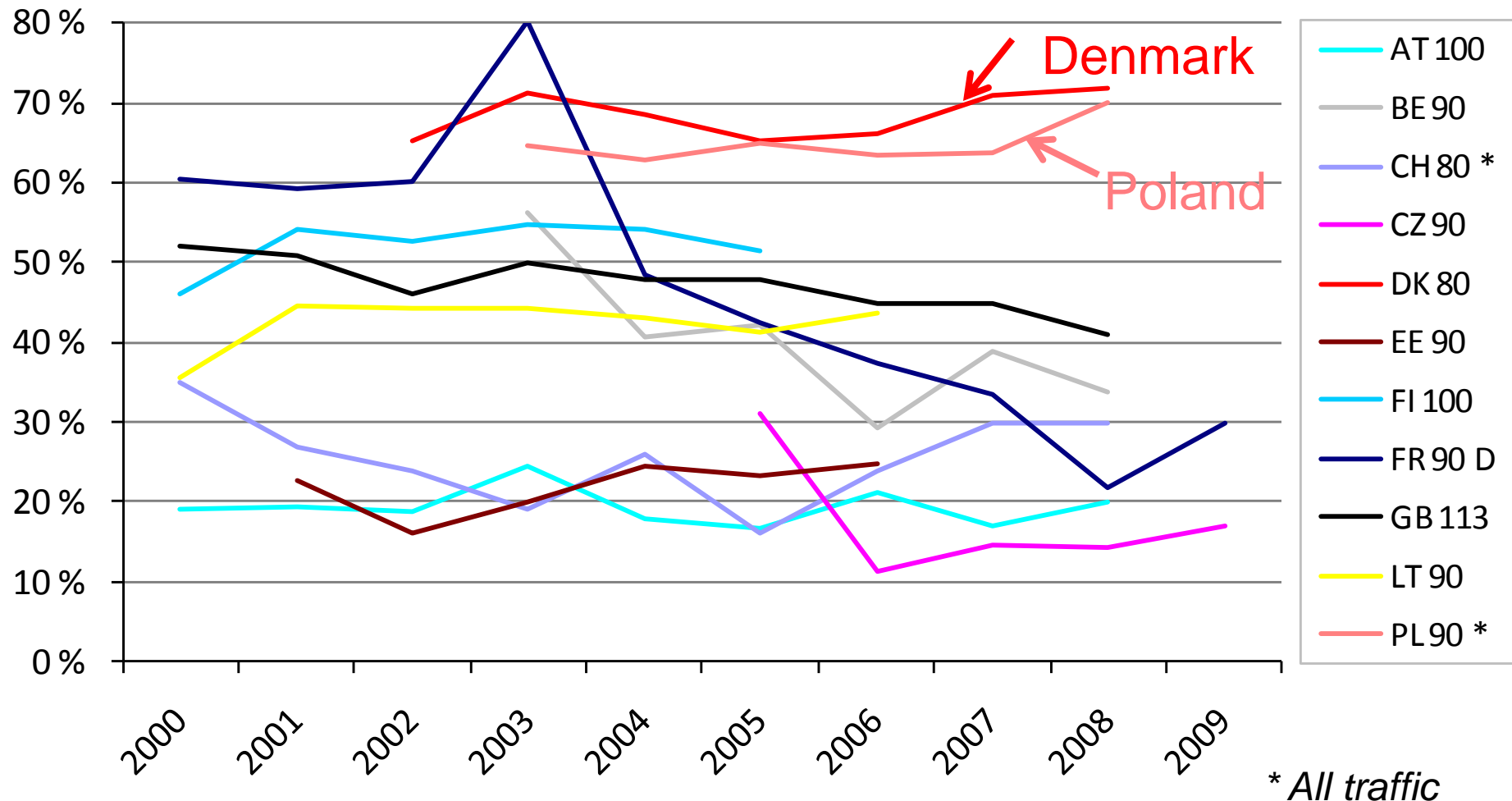
5

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



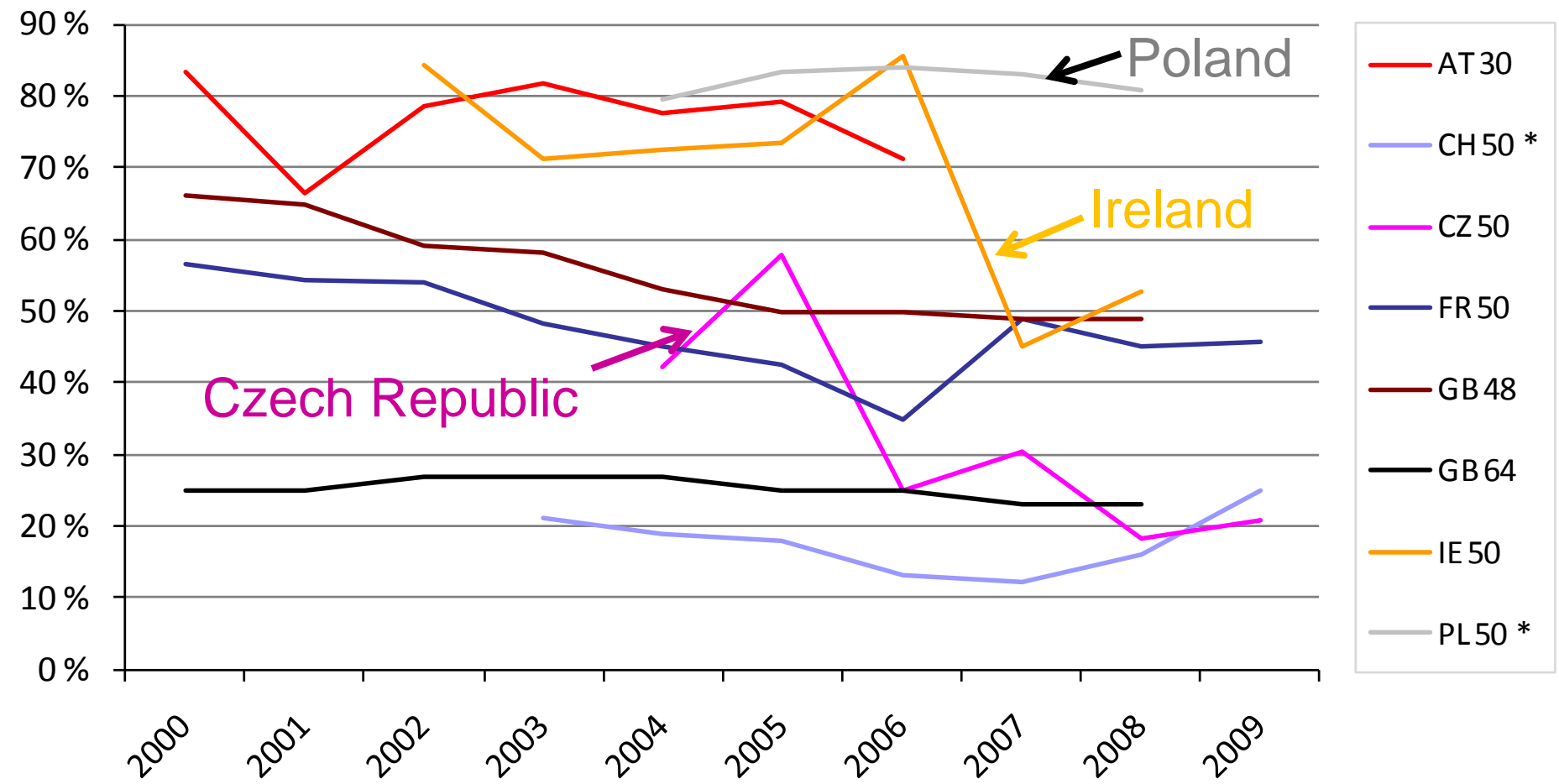
# Speed on rural roads (II)

% 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'

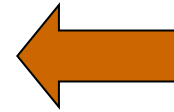
- Key factors in achieving progress:  
**automated speed enforcement** (France, Spain,...  
**stricter sanctions, penalty points** (France, Spain, Czech Rep., ...)
- More than **2,200** road deaths could be prevented each year if average speeds dropped by only **1 km/h** on all roads across the EU.
- 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

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	
Finland	FI	38	42	
Latvia	LV	41	45	
Denmark	DK	47	48	
Spain	ES	17	27	
Luxembourg	LU	48	49	
Ireland	IE	4	3	
Poland	PL	26	3	
Greece	EL	34	32	
Israel	IL	22	22	
Hungary	HU	17	16	
Sweden	SE	21	24	
Slovakia	SK	25	21	
Italy	IT	23	25	
Bulgaria	BG	13	18	
Czech Republic	CZ	30	21	
Lithuania	LT	18	20	
Portugal	PT	9	n/a	

Germany?



**Speed** – Yearly speed tickets per 1,000 pop.



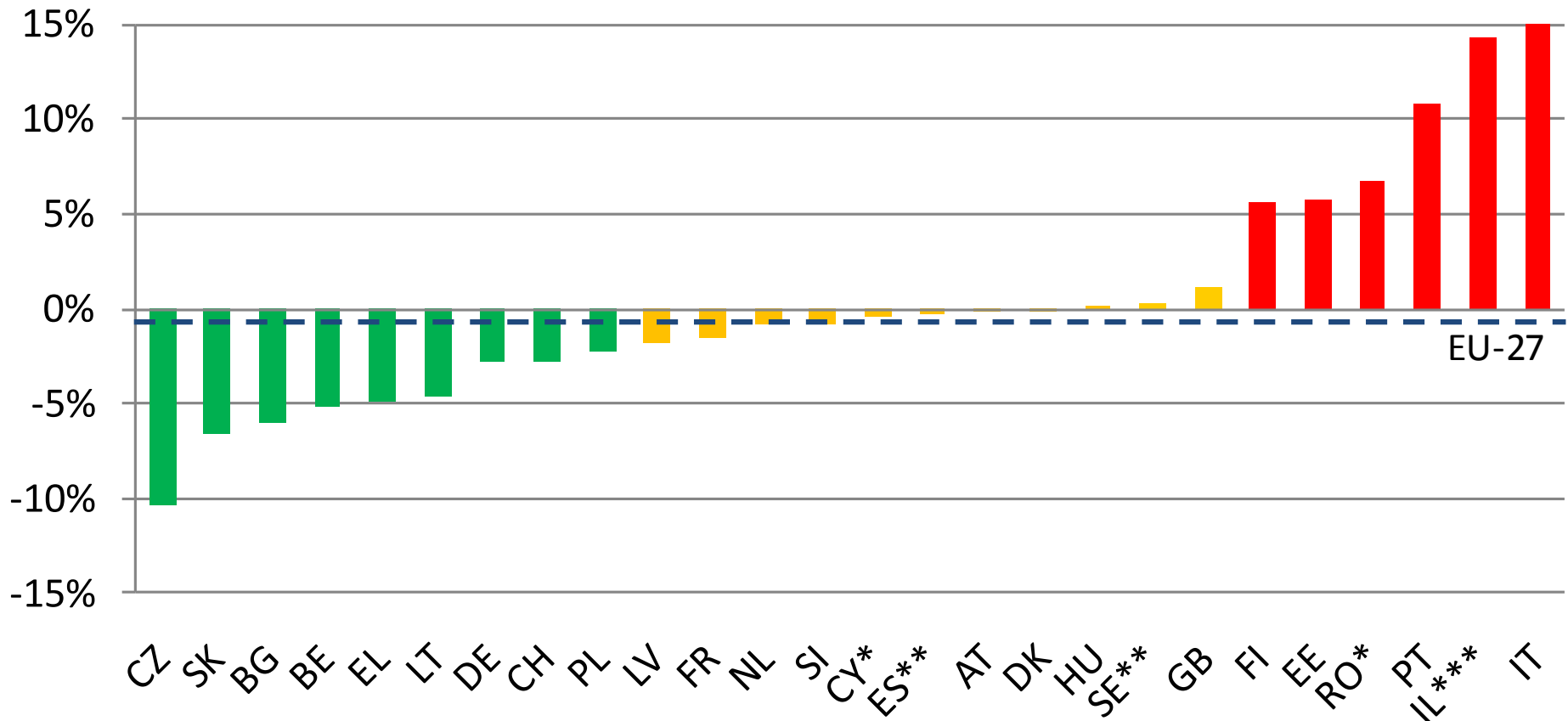
**Alcohol** – Roadside police tests per 1,000 pop.

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	Roadside police tests per 1000 population	Percentage above legal limit
Finland	FI	n/a	n/a	318	1.6%	385	1.3%
Norway	NO	n/a	n/a	n/a	n/a	338	n/a
Sweden	SE	264	0.9%	292	0.8%	287	0.8%
Slovenia	SI	162	8.0%	191	7.3%	200	5.8%
France	FR	186	3.2%	182	3.3%	190	3.3%
Cyprus	CY	90	6.2%	149	6.8%	182	5.9%
Greece	EL	118	3.4%	143	2.9%	135	3.1%
Hungary	HU	144	2.9%	143	3.2%	130	3.1%
Ireland	IE	n/a	n/a	113	4.1%	128	3.2%
Spain	ES	88	2.5%	96	2.2%	112	1.8%
Estonia	EE	76	0.9%	68	1.0%	95	1.1%
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



# 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**.

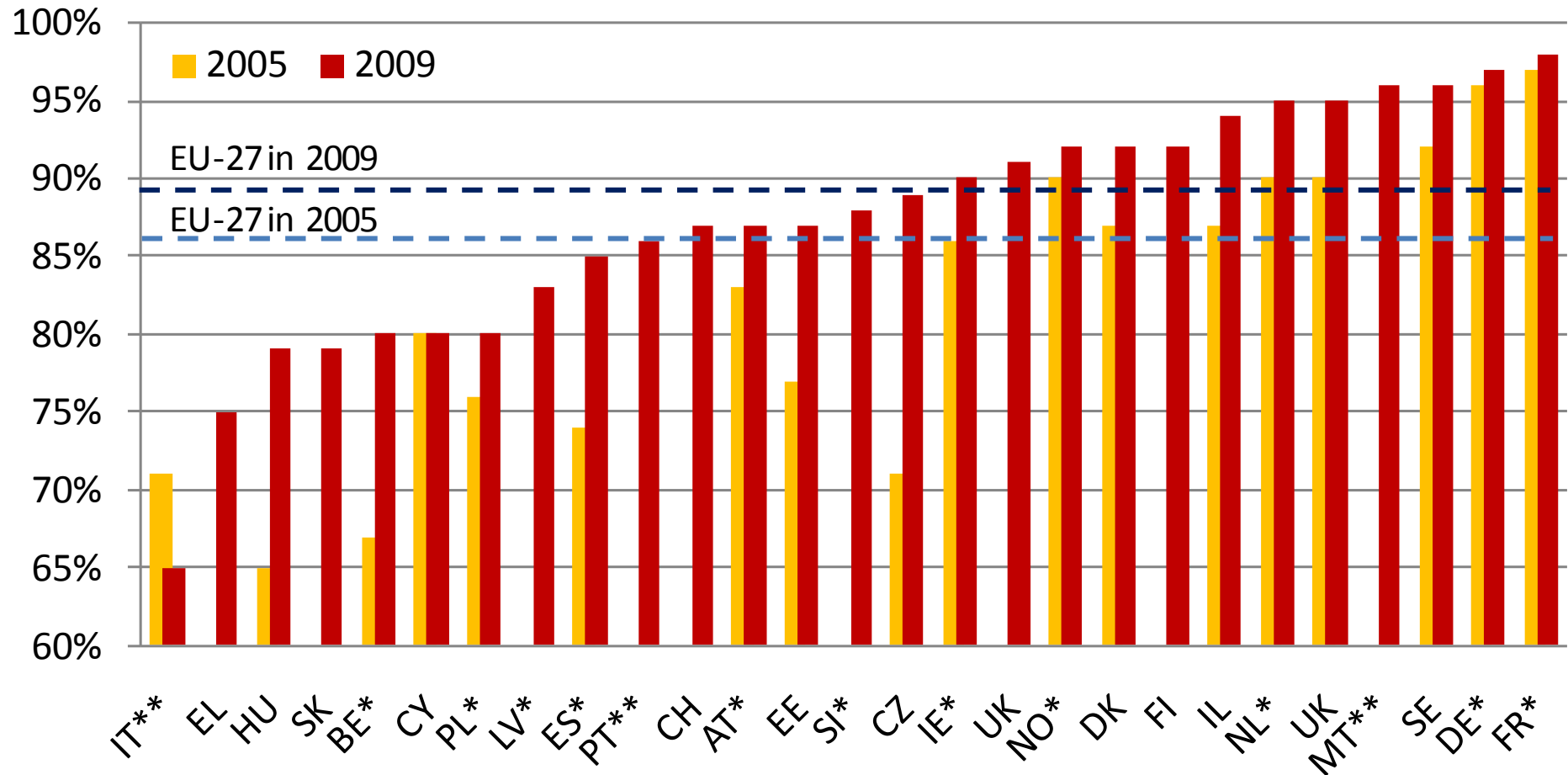
# Seat belt use front seat



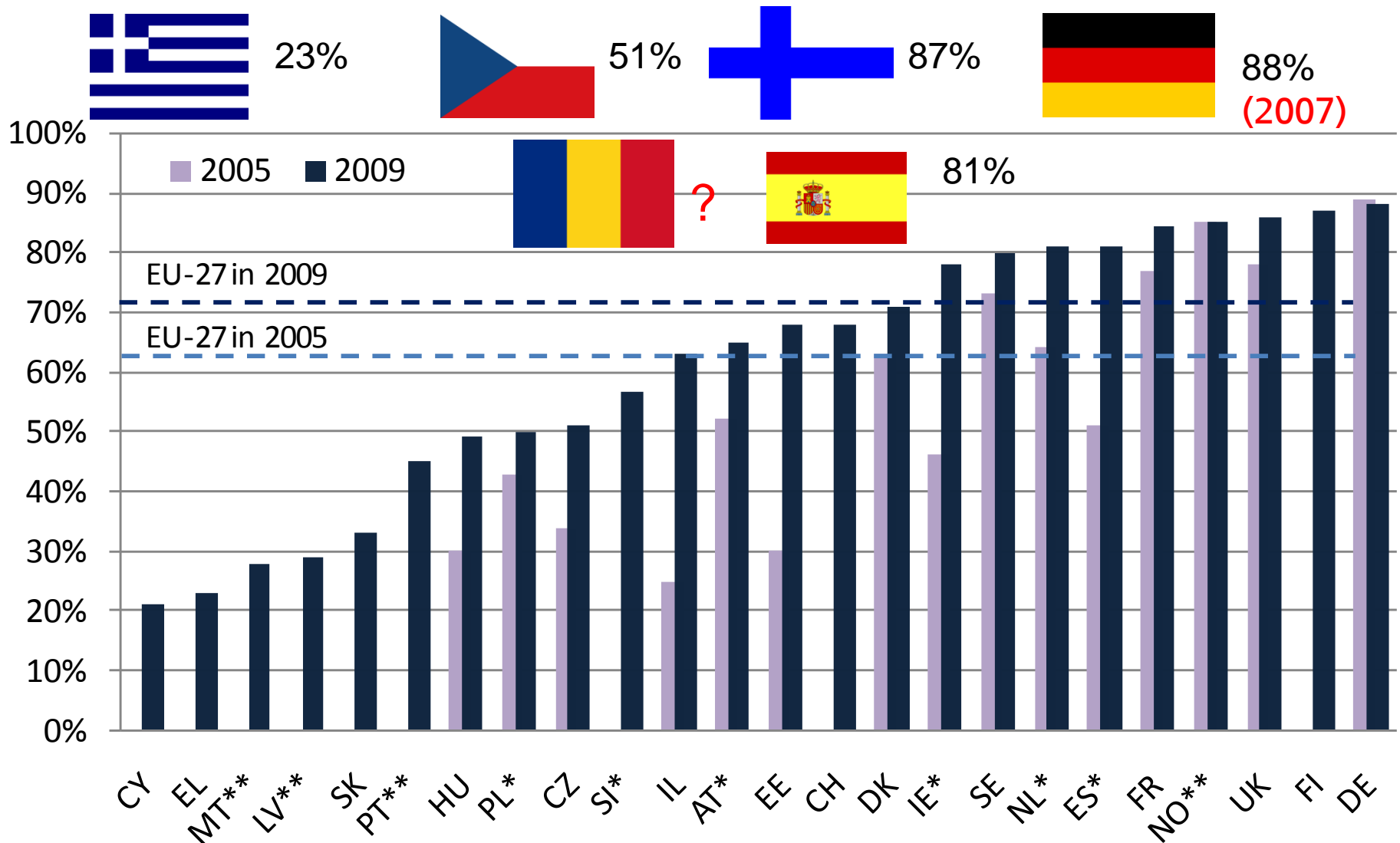
97% (2008)



98% (2009)



# Seat belt use rear seats



# ETSC Seat belt 'message'

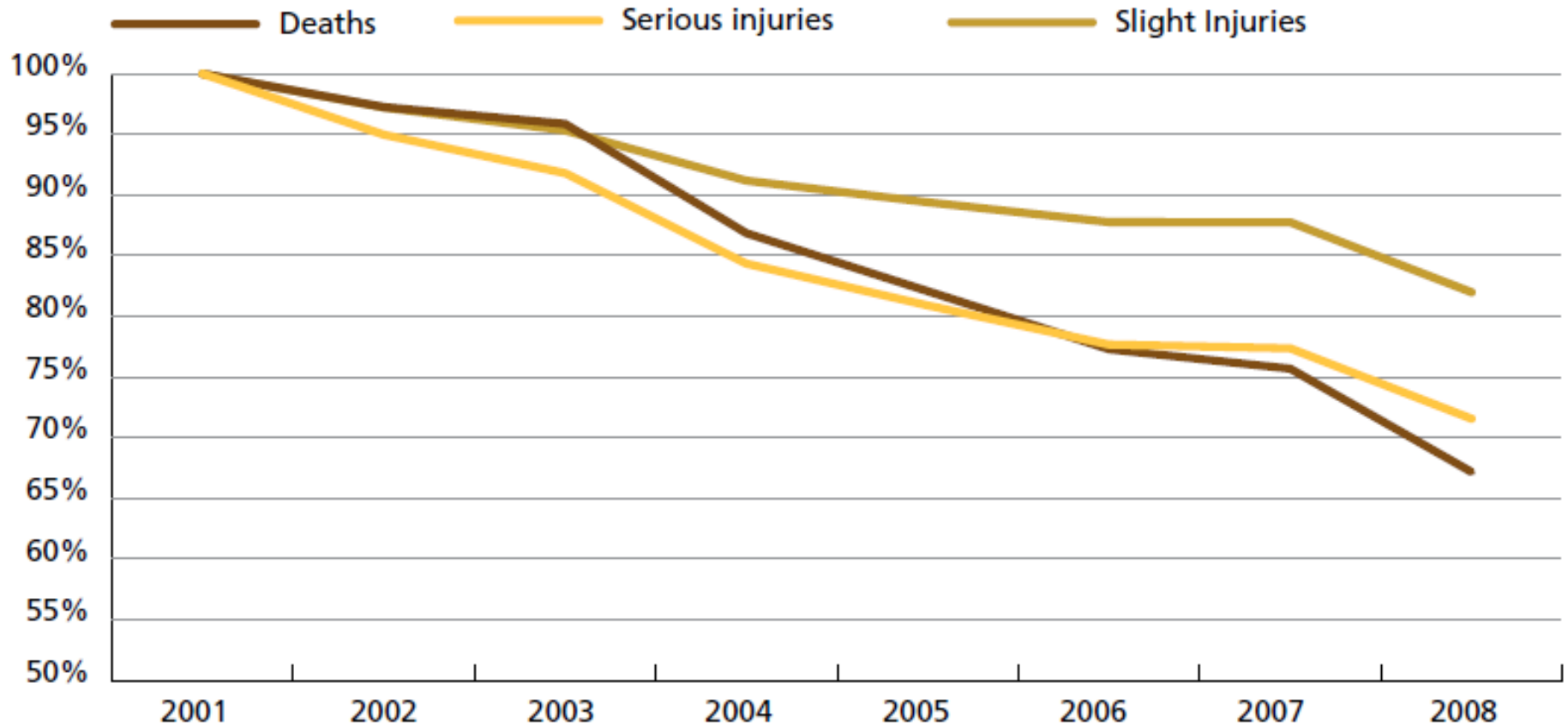
- Although obligatory in all Member States, seat belt use is still only **88%** for front seats and as low as **72%** for rear seats
- Despite some progress, rates are still disturbingly low in many Eastern and Southern European countries
- Around **12 400** car occupants survived serious crashes in 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.



# The scope of the problem

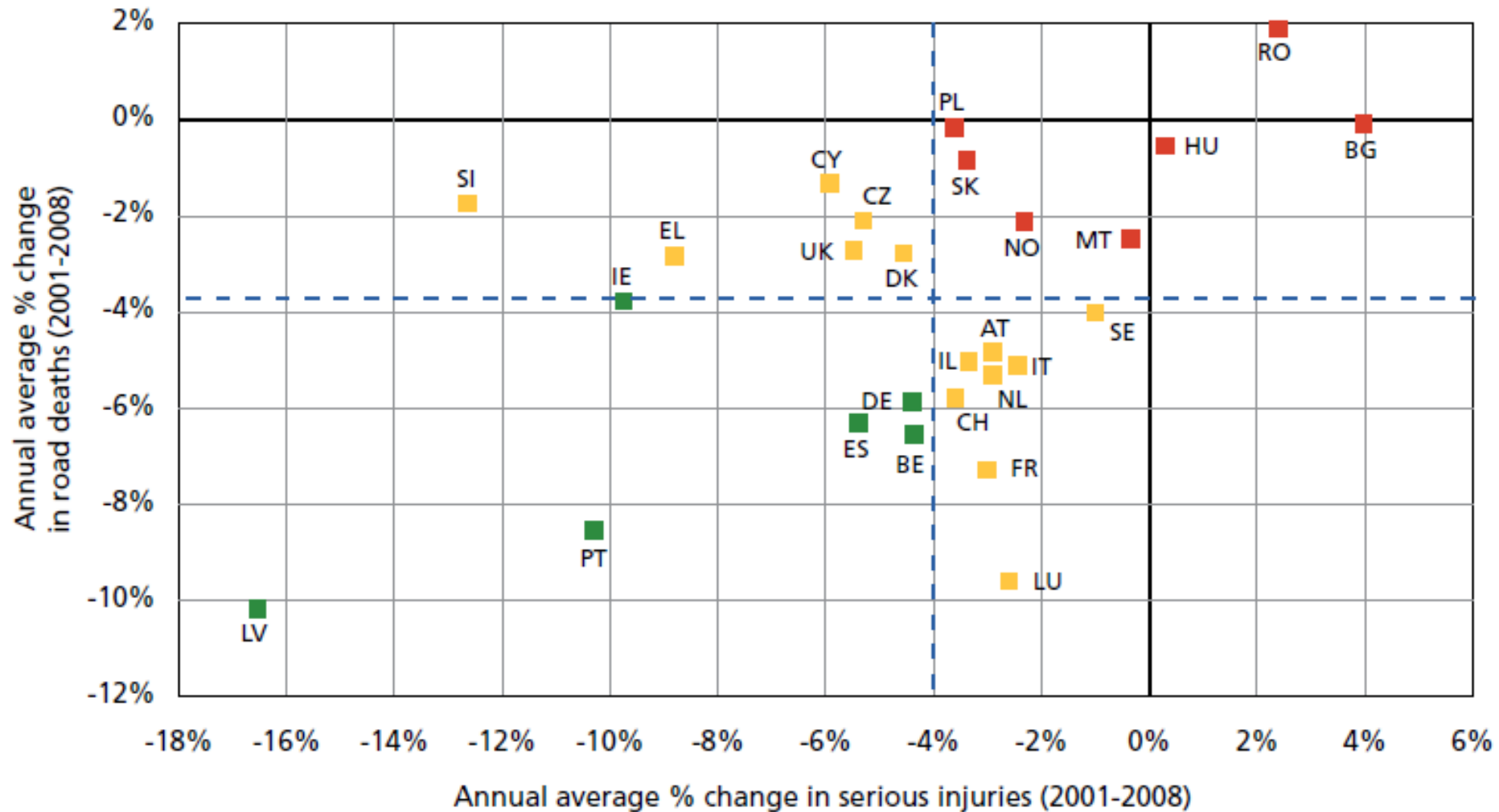
- In addition to the **35,000 people killed** in road collisions, **1,700,000 people are recorded as injured** in police reports each year in the EU, among them **300,000 seriously**.
- For every road death in the EU, at least **44** injuries are recorded, of which **8** are serious.
- But, not all serious injuries are recorded by the police. Example: in Sweden, for every road death, there are **23** survivors of road collisions treated in hospital, against just **8** seriously injured people recorded by the police.

# Reduction in deaths and injuries



Relative reductions in deaths, serious and slight injuries in the 14 EU countries using a similar definition of SI over 2001 to 2008. (2001 = 100%)

# Reductions in deaths and SI



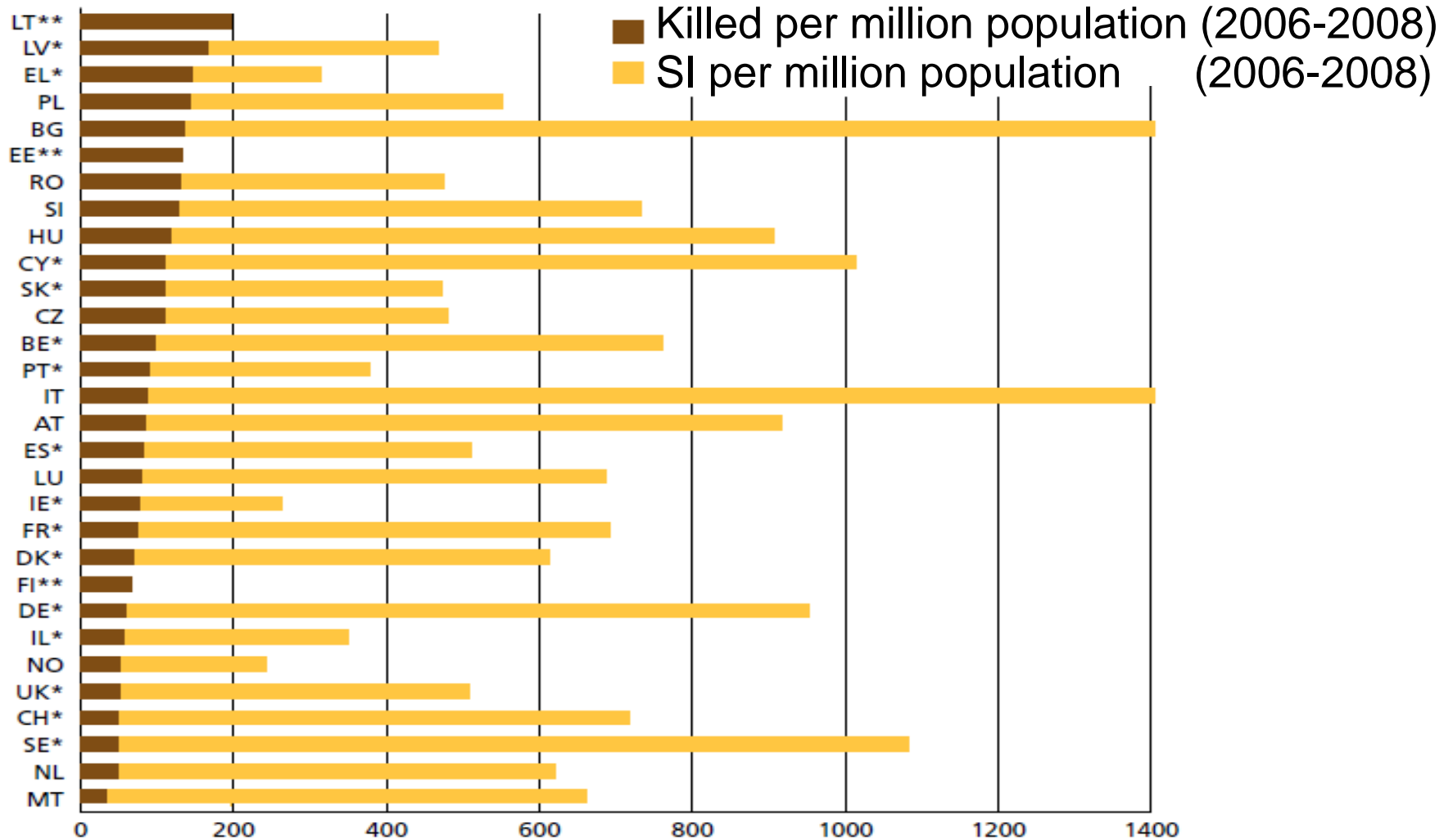
Good correlation between reduction in deaths and reduction in SI

# Serious injuries per road deaths

Seriously injured people recorded in national statistics per road death (average of 2006-2008), for countries using similar definitions of SI.



# KSI per million population



...Another indicator in the future?



# What can a country do?

- Adopt **national reduction targets for deaths and seriously injured** (using your current definition of what is a serious injury).
- Adopt targets for reducing **speed** to reduce injury severity.
- Improve the **recording** of serious injuries by making use of both police and hospital records.
- Provide training to Police and emergency services on how to record a serious injury. This would make injury data more comparable between countries.