

The Road Safety Performance INdex

Towards safer roads in 2020

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Presentation outline

1. ETSC and its activities
2. Road deaths between 2001 and 2010 (5th Road Safety PIN Report)
3. European Commission's Road Safety Policy Orientations
4. The European Parliament Report (the "Koch" Report)

Introduction to ETSC

ETSC is a Brussels-based independent non-profit making organisation dedicated to reducing the numbers of deaths and injuries in transport in Europe

- ➔ Promoting an independent science-based approach to road safety policy
- ➔ Supported in our work by 47 member organisations across Europe
- ➔ Funded by our members, the European Commission, corporate sponsors and Member States
- ➔ Bringing together practitioners, researchers, policy-makers and parliamentarians from across the whole of the EU

□ www.etsc.eu □

ETSC Activities



A decade of widening effort

- **2001** EU15 set target to halve yearly road deaths by 2010
- **2004** EU10 embrace the target as they join the EU
- **2006** Bulgaria and Romania take up this stiff challenge
- **2010** The year of reckoning!



How have we done?

Road safety figures in the EU

- ➡ Around **28,000** deaths in the EU in 2012
- ➡ Around **1.5 million** injured people recorded by police, among them: **300,000** seriously injured
- ➡ Huge Socio economic cost



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.

☠ 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.

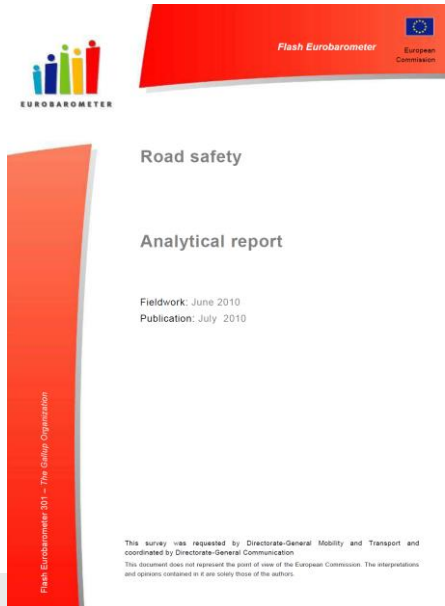
What Europeans expect?

Perceptions about the seriousness of road safety problems...

- People driving under the influence of **alcohol** considered to be a *major* safety problem by 94% of EU citizens (99% IT vs. 88% CZ)
- Drivers exceeding **speed** limits (78% EU; 91% IT vs. 60% AT)
- Drivers/passengers **not wearing seatbelts** (74%EU; 84%IT vs. 54%SI).

Measures that national governments should focus on to improve road safety...

- Improving road **infrastructure safety**
- **Enforcement** of traffic laws
- **Awareness campaigns; introduction of periodic driver re-training schemes**



Towards a European road safety area

European Policy orientations on road safety 2011-2020

1-3-7

Main target: *halving the overall number of road deaths in the European Union by 2020 starting from 2010*

3 Pillars

- A common European road safety area: Raise the level of road safety throughout Europe
- An integrated approach with other policies (health, environment, employment, etc.): Take road safety into account in other policy fields
- Shared responsibility (EU, national, local...): Road safety is your safety

Towards a European road safety area

European Policy orientations on road safety 2011-2020

7 strategic objectives

1. Improve education and training of road users
2. Increase compliance with road traffic rules
3. Safer road infrastructure
4. Safer vehicles
5. Promote the use of modern technology to improve road safety
6. Improve emergency and post-care services
7. Improve safety of vulnerable road users

COM(2010) 389

<http://ec.europa.eu/roadsafety>

Progress on Serious Injuries



- **ETSC commends the European Commission for adopting the first steps towards an injury strategy**
- **ETSC supports MAIS 3+ as the EU common definition of serious injuries**
- **Member States to report according to the new definition in 2015 > 2014 baseline year for future strategy**

ETSC Recommendations

- Provide assistance to Member States to adapt their collection and reporting mechanisms
- **Adopt a Serious Injury Strategy as a matter of priority with** a serious injury target for 2020 and a set of measures to achieve it
- Serious injury target of the same level of ambition as for road deaths: **-35% between 2014 and 2020**

The “Koch Report”

MEP Dieter-Lebrecht Koch’s report on European road safety 2011-2020

Motion for a European Parliament Resolution (a non-legislative act),
adopted by the EP in Sept 2011

The draft report was prepared by the EP Committee on Transport and Tourism with the coordination of the Rapporteur Koch in response to the Commission’s Communication “Towards a European road safety area: policy orientations on road safety 2011-2020”: the EP welcomed the document yet regretted that only some weaker policy orientations were put forward and called for more concrete actions and ambitious targets.

The Report drew interest from other MEPs who tabled altogether 262 amendments prior the TRAN committee vote.

Ambitious targets

The report, and the EP resolution consequently adopted, highlights that in 2009 more than 35 000 people were killed and more than 1 500 000 injured in road accidents in the EU.

The European Parliament wholeheartedly endorses the objective of halving by 2020 the total number of road deaths in the EU by comparison with 2010, and calls for further clear and measurable targets to be set for the same period:

- a **60 %** reduction in the number of children under the age of 14 killed in road accidents;
- a **50 %** reduction in the number of pedestrians and cyclists killed in road collisions;
- a **40 %** reduction in the number of people suffering critical injuries, on the basis of a **uniform EU definition to be developed quickly.**

A coordinated strategy

- **Vision ZERO**: The resolution considers that the public authorities and the EU have a **moral and political obligation** to adopt measures and actions to tackle this social problem with the objective of **preventing all road deaths** (“**Vision Zero**”).
- **Fully fledged action programme**: The Parliament welcomes the Commission communication, but calls on the Commission, **by the end of 2011**, to **develop its proposals into a fully fledged action programme incorporating a detailed set of measures with clear timetables for their implementation and monitoring instruments**.
- **EU Road Safety Coordinator**: The Parliament also proposes that an **EU Road Safety Coordinator** should be appointed, as part of the European Commission, by 2014, who should, *inter alia*:
 - promote current, and initiate innovative new, road safety projects;
 - coordinate road safety measures within the Commission and between the Member States;
 - facilitate at a high political level the preparation, implementation and enforcement of effective and coherent road safety policies in line with the EU objectives;
 - oversee particular projects such as the harmonization of indicators, data and, as far as possible, national road safety plans;
 - promote the exchange of best practice.

Effective tools

- **EU funds for Road Safety**: The Parliament regrets that the **EU budget for road safety measures has been cut significantly** in recent years and calls on the Commission to reverse this trend.
- **EU legislation**: The resolution emphasises that particular attention must be paid to the proper implementation and more effective enforcement of existing laws and measures; points out, at the same time, that the **scope for legislative measures at EU level** has not yet been exhausted.
- **Data**: The resolution regards **high-quality, comparable data** covering all road users including cyclists and pedestrians as a prerequisite for a successful road safety policy.
- **A cooperation forum**: The resolution recommends the setting up of a cooperation forum where **prosecutors, law enforcement authorities, victims' associations and road safety monitoring centres** can exchange information on best practices and cooperate more closely on improving implementation of road safety legislation, at both national and transnational levels.

78 Areas for action

A catalogue of proposals to improve road safety

- Introduce an EU-wide harmonised **blood alcohol limit** (0 g/l for novice and professional drivers);
- introduce **speed limits of 30 km/h** in residential areas and in all one-lane roads in urban areas which have no separate cycle lane;
- Introduce **penalty point systems** for the most dangerous offences;
- Establish an **obligatory medical check for drivers at a certain age**;
- Introduce a **EU-wide ban on the practice of texting, emailing or web browsing** while driving;

- Make compulsory the fitting of **alcohol interlocks** to all new types of commercial passenger and goods; transport vehicles and to the vehicles of road users who already have committed more than one drink-driving conviction;
- Draw up a proposal to fit vehicles with **Intelligent speed assistance**;
- Introduce **ABS** on all new motorcycles;
- Speed up the introduction of **e-Call**;
- Introduce **rear-facing child seats** up to the age of 3;

- Make EU funding available only to **infrastructure projects** which comply with EU Directives on infrastructure safety and tunnel safety;
- Introduce **monitoring equipment** by means of which speeding offences by motorcyclists can be systematically detected and punished.

Effective measures are known

- A vision of the transport system and its implication for road safety
- Targets for the reduction of deaths and serious
- Safe driver (a 5* driver)
- Safe vehicle (a 5* car)
- Safe infrastructure (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

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ETSC is a Brussels-based independent non-profit making organisation dedicated to reducing the numbers of deaths and injuries in transport in Europe.

Save the dates!

7th PIN Conference, 17 June 2013, 13.30-18.30, Brussels

Event attendees will discover the latest country to receive the Road Safety PIN Award. The 2013 PIN Report will highlight the countries with best reductions in the numbers of road deaths and serious injuries in the second year of the 2011-2020 target period. The report will also present trends in reducing road deaths in collisions involving goods vehicles and buses and how gender affects road safety. Detailed information will be sent in due course and advertised here. Information on the Road Safety PIN on www.etsc.eu/PIN.

New on ETSC

8 April 2013

Policy Papers **Integration of Road Safety in Other Policy Areas: Synergies and Conflicts**

Important synergies can be created and achieved and certain objectives can be met through integrating safety into other areas. This paper aims to look at what integration means in relation three key policy areas in more detail: employment, environment and health. Integration of road safety into other policy areas is also included as one of the three main principles of the European Commissions Road Safety Policy Orientations 2011-2020 and in other important



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Thank you very much for your attention!

