

PIN Talk Czech Republic

Road safety in the Czech Republic in an European context



Presentation outline

- Introduce ETSC and its PIN programme
- Present some of the findings of the PIN programme and best practices
 1. General road safety situation and progress
 2. Motorway safety
 3. Powered two-wheelers (PTW)
 4. Vehicle safety
 5. Capitals
- Present some of ETSC Recommendations to national and local authorities

European Transport Safety Council

A science-based approach to road safety policy

- Non-governmental organisation based in Brussels
- **41 organisations** from across Europe
- Bringing together practitioners, researchers, policy-makers and parliamentarians
- Funded by its **members** (as CDV), the EC and corporate sponsors

www.etsc.eu

Introduction to ETSC



Monitoring EU
transport safety
policy

**Road Safety
Performance Index
(PIN)** - Ranking EU
countries' performances



Preventing Drink
Driving and
Speeding



S·h·L·O·W!

Speed Programme



Roads to Respect:
Infrastructure
Safety Campaigns



European Transport Safety Council

PIN is delivering ...

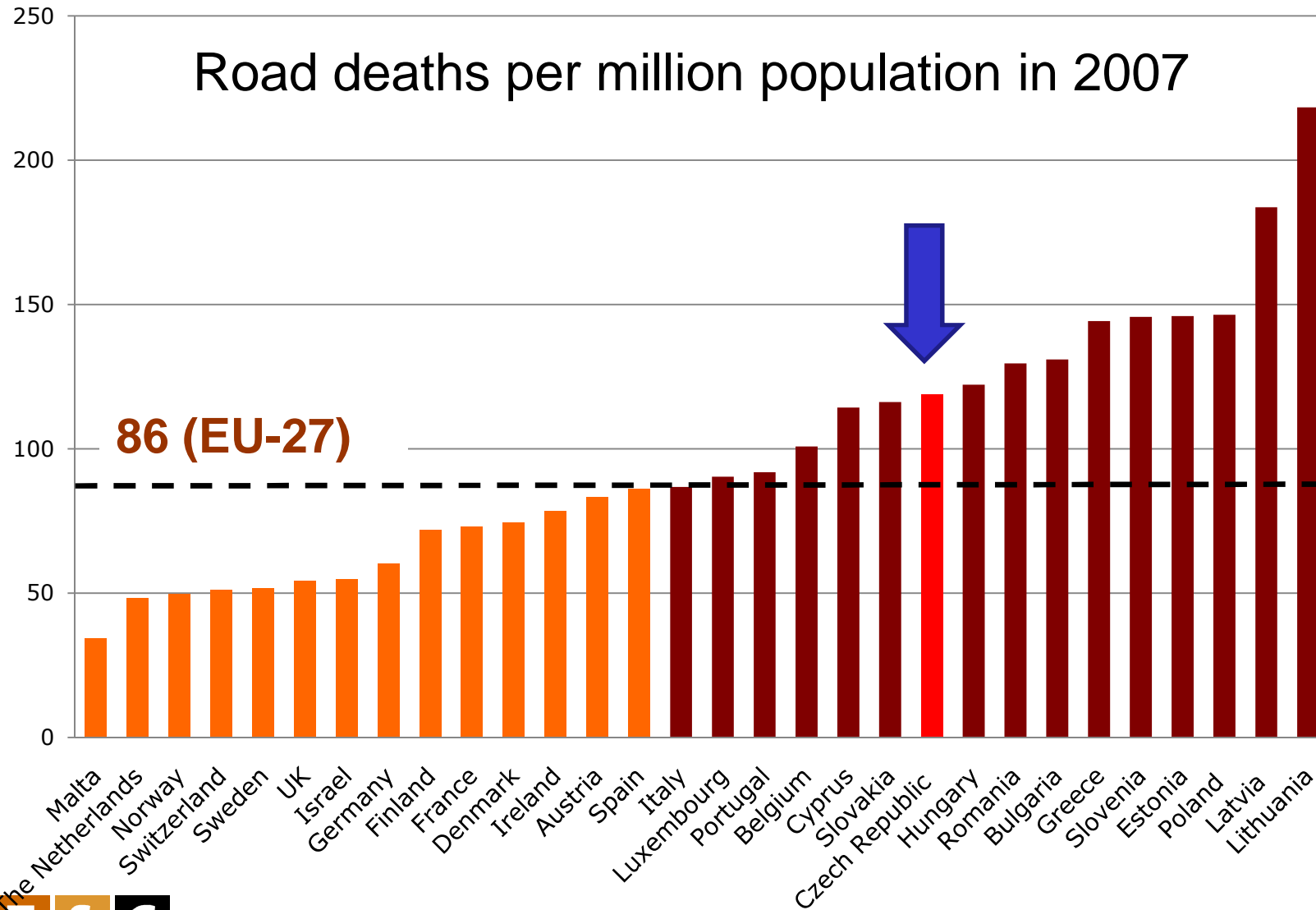
- **PIN Flashes, PIN Reports:** benchmarking EU countries' performance in different areas of road safety
- **PIN Talks:** to mobilise stakeholders to create a higher demand for safety

So far:

18th PIN Talks, 13 Flashes, 2 Annual Reports

www.etsc.eu/PIN

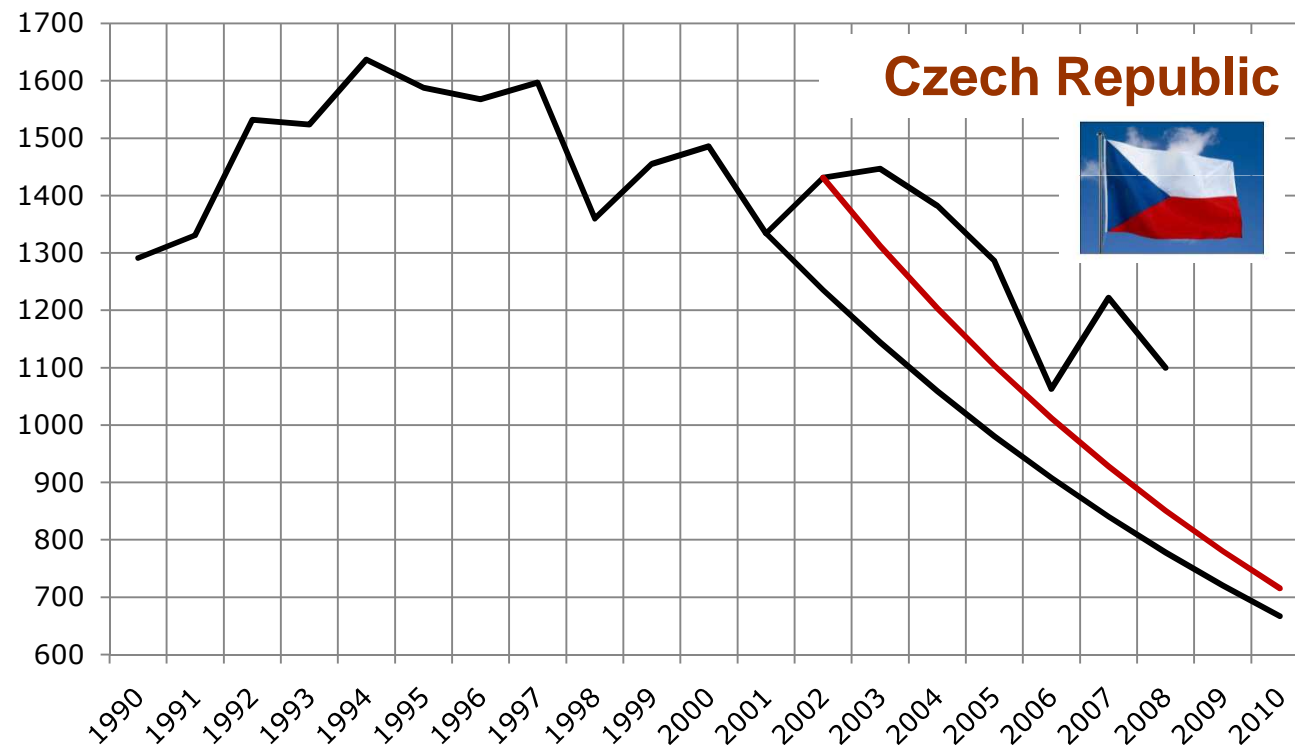
Road mortality



Progress toward targets

1

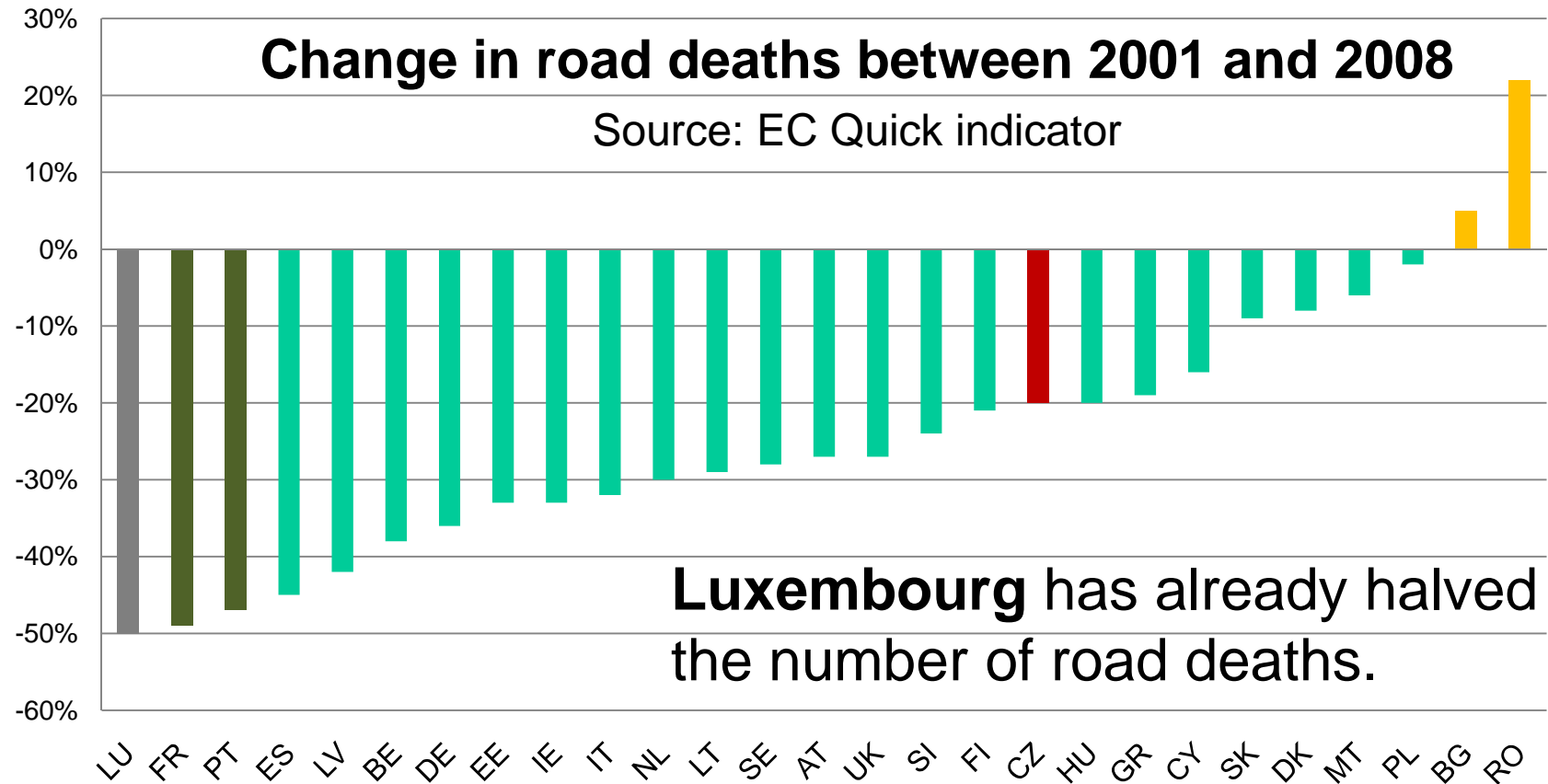
EU target to cut by 50% yearly road deaths between 2001 and 2010
+ National target



National target (717)
/650 in 24 hrs./
EU target (667)

Progress toward EU target

1

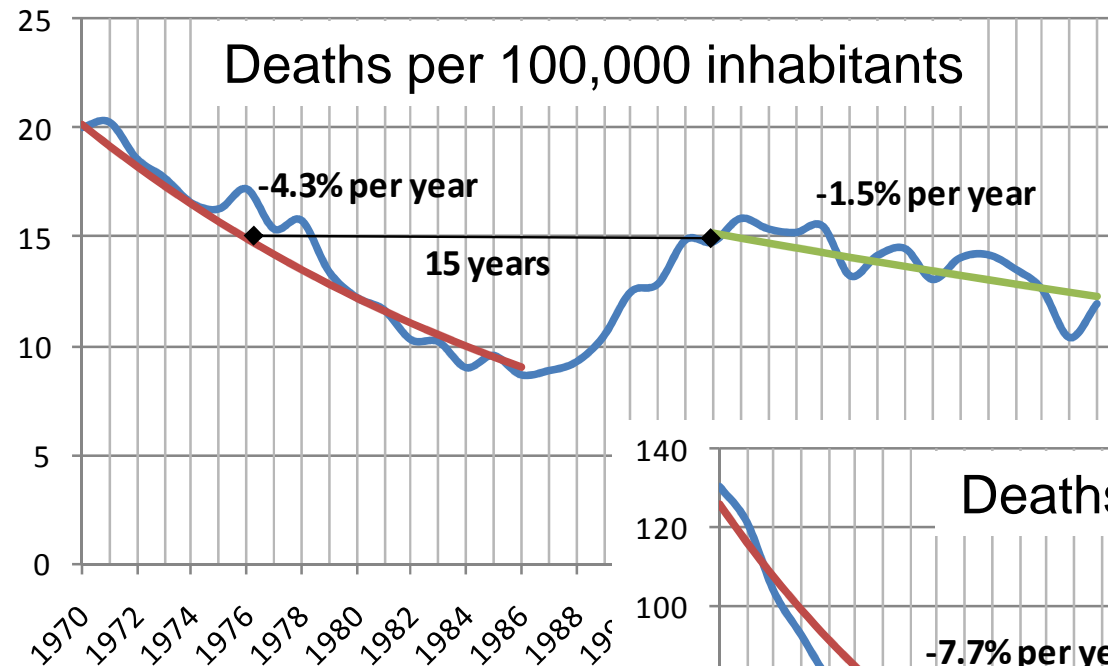


If current trends continue, France and Portugal are likely to meet the target in 2010, Spain and Latvia may do as well.

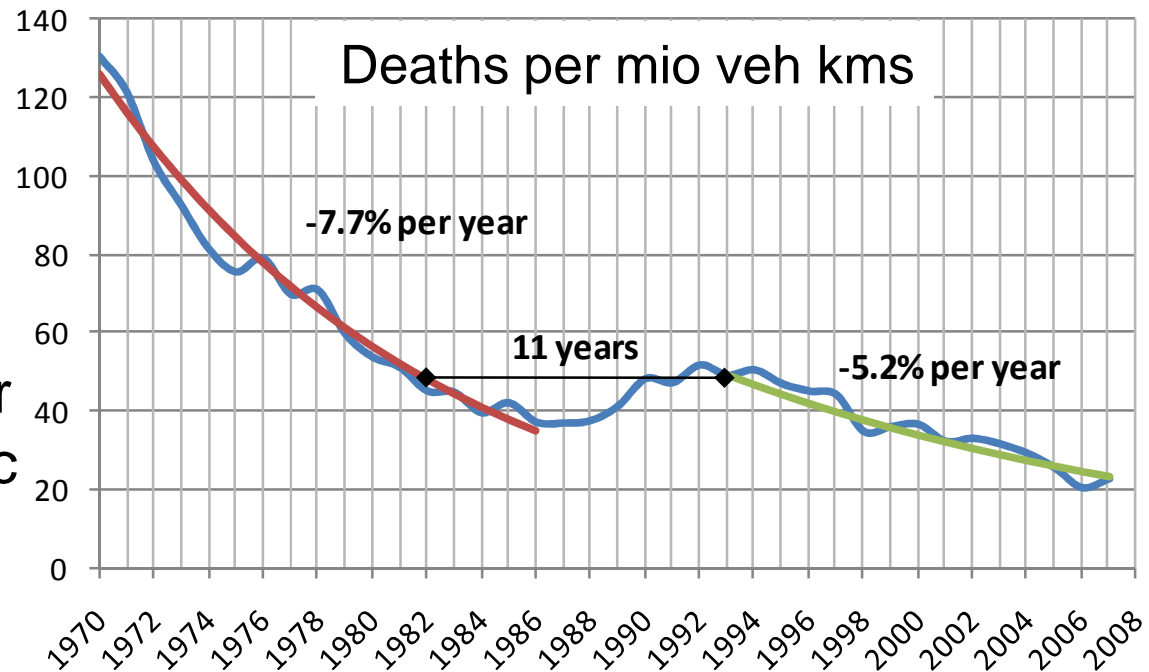
Progress vs. road traffic

1

Progress towards the EU and national targets



Road deaths are not an inevitable price to pay for an increase in road traffic



Why some countries are doing better?

1

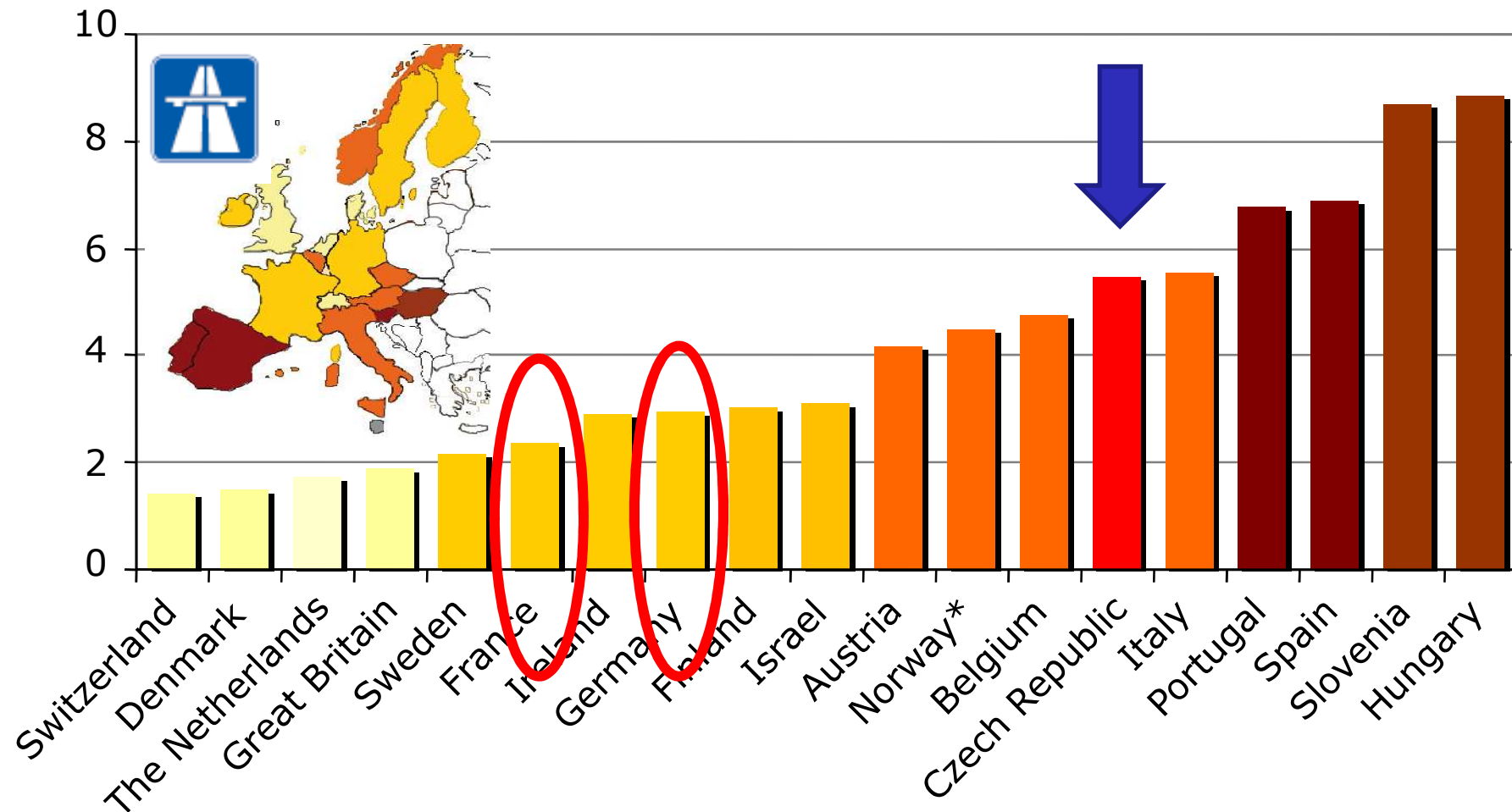
Road safety is not a matter of chance...

- **France:** Strong political commitment since 2002, stricter traffic law enforcement, in part. automated speed management system
- **Portugal:** Rehabilitation and construction of new roads, safer vehicle, stricter enforcement, ...
- **Luxembourg:** Stricter enforcement (virtual driving licence for foreigners, ...)

Motorway safety

2

Deaths on motorways per billion vehicle-kms (2006)



Why some countries are doing better?

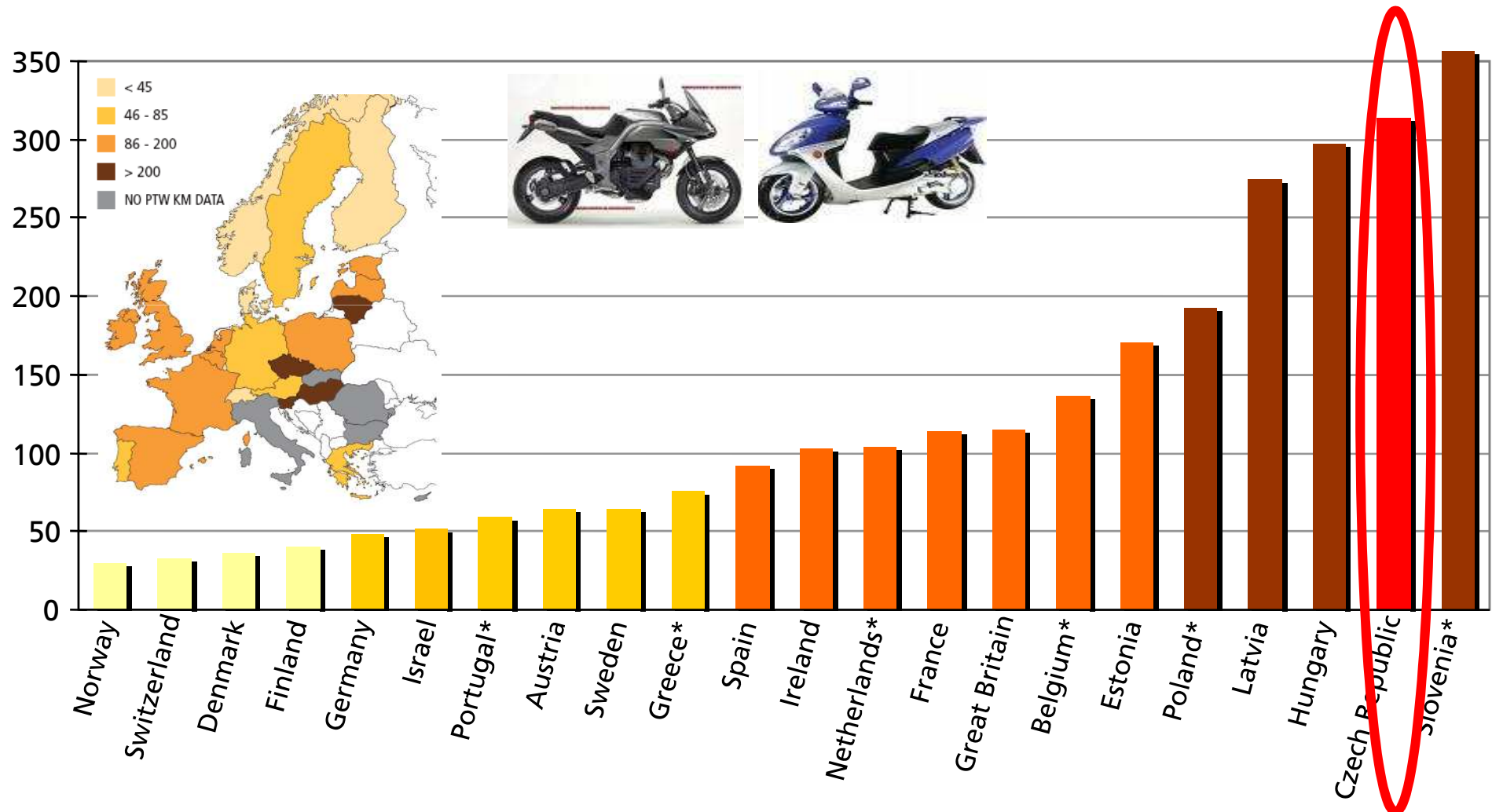
2

- **UK:** Long tradition road safety audits
- **Switzerland, the Netherlands:** Speed section controls, tailgating controls ...
- **France:** Automated speed management (speed cameras coupled with mobile checks)
- **France** overtaking **Germany:** shows that infrastructure is not enough. Setting the right speed limit and enforcing is prerequisite for safe transport.
- Excessive and unhomogenous speed are major causes of deaths on motorway.

Powered two-wheelers safety

3

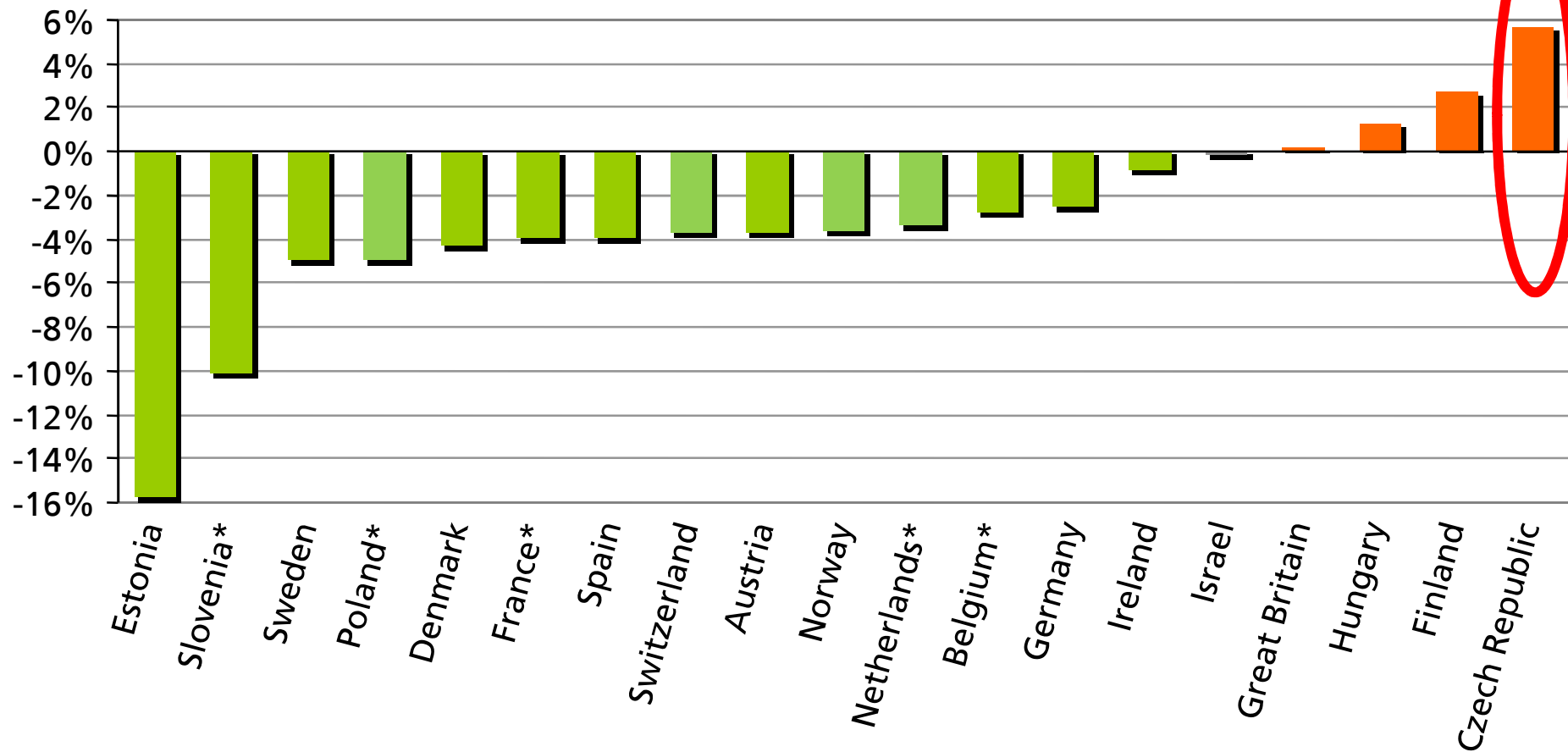
PTW rider deaths per billion km ridden in 2006



PTW safety: development

3

Average yearly percentage change between 1997 and 2006 in PTW rider deaths per billion km ridden



Why some countries are doing better?

3

Norway and Austria:

- Speed enforcement targeted at motorcyclists
- Helmet enforcement
- Graduated licensing
- Infrastructure improvements
- Specific awareness campaigns

ETSC Recommendations:

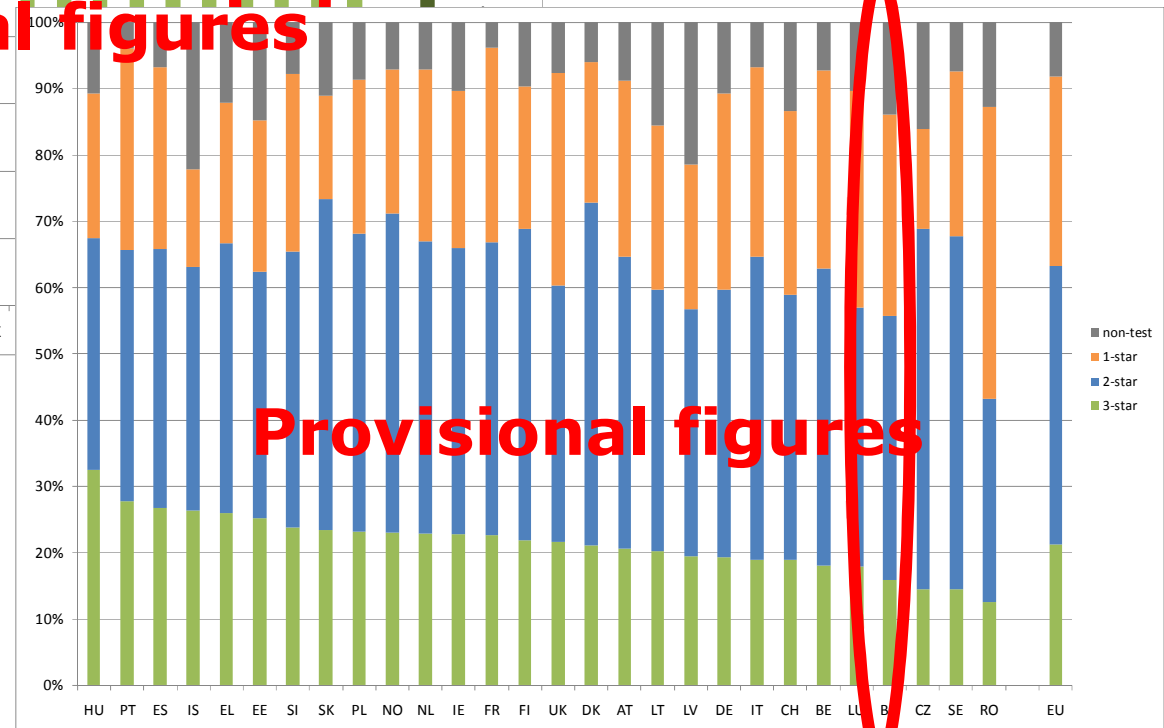
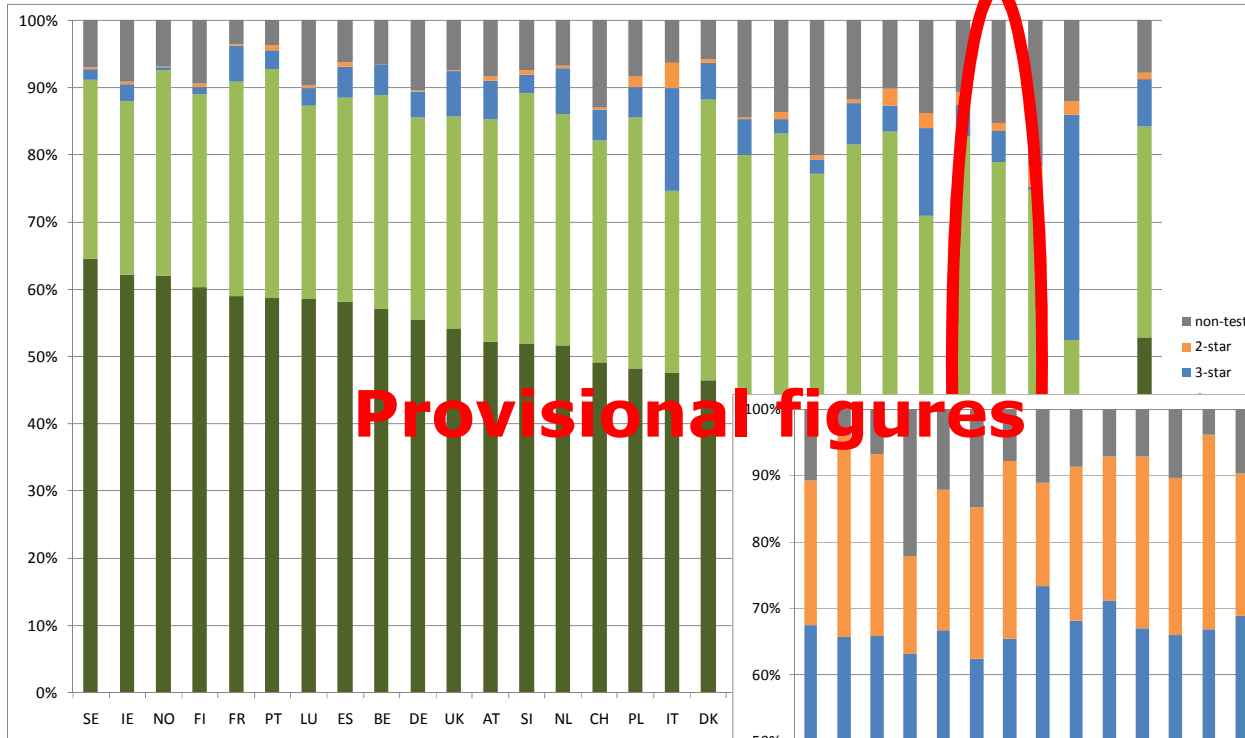
- Focus on powerful motorbikes
- Raise awareness
- Develop enforcement strategies targeted at motorcyclists



Source: MoT Czech Republic

Market for safe cars

4

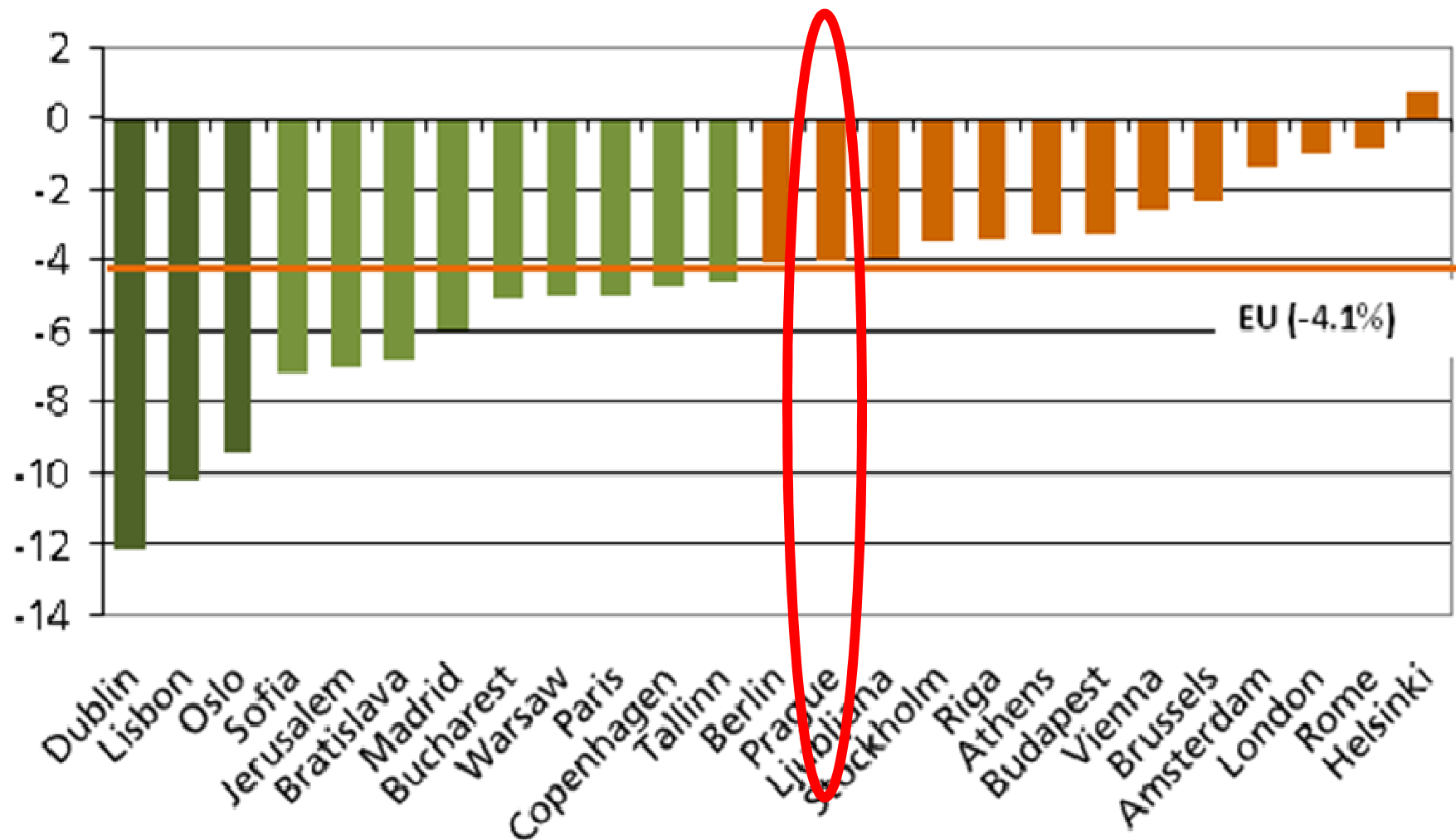


- Vehicle standards are set at an international level
 - BUT national governments CAN influence the consumer's choice of vehicle :
 - ☐ Run consumer awareness campaigns
 - ☐ Support Euro NCAP programme
 - ☐ Provide incentives: tax breaks
 - ☐ Buy safe cars!
- 20-30% of new cars are purchased by non-private customers (governmental bodies, local authorities and companies)

Safety in capital cities

5

Average yearly percentage change in road mortality



Dublin, Lisbon, Paris, ...:

- Road safety organisation:
 - ☐ Dedicated staff on road safety
 - ☐ Road safety Strategy and Plans
 - ☐ Horizontal collaboration
- Progress is only partly a function of national performance
- Easier to reduce the number of deaths in capital cities (e.g.: good performance of **Bratislava**, **Bucharest** or **Warsaw**)

Recommendations to national authorities

At national level

- Put road safety on top of the political agenda
- Stricter traffic law enforcement
- Increase credibility of enforcement

At EU level

- Support the adoption of the EU Directive on Cross-Border Enforcement
- Implement EU Directive on Infrastructure Safety

At local level

- Engage more regional and local authorities
- Delegate powers and provide resources

Role of regions & municipalities

Why consider/engage/delegate?

- Bring road safety issues closer to citizens
- Increase involvement of individuals
- Enhance accountability / responsibility
- Allow targetting specific road safety problems
- More efficient use of resources
- Linkage with health field
(e.g.: Link police and hospital data on injuries)

Recommendations to local authorities

Start now!

- Draft a strategy with measurable targets
- Prepare implementation plan
- Build a structure (integration)
- Monitor and evaluate (evaluation)
- Allocate dedicated staff (professionalism)
- Link police and hospital data on road injuries

Thank you for your attention!
Have a good debate!

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