

The role of road safety indicators in policy - SafeFITS Round Table

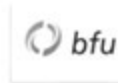
Geneva, 30 June 2017

Graziella Jost, ETSC Programme Director



European Transport Safety Council

ETSC NETWORK



PROMOTING SCIENCE BASED APPROACH to road safety policy

- Our Members
- A pool of more than 200 independent experts (not only from Member organisations) that we are in contact with depending on the topic

HOW?

- All ETSC positions and publications go as draft to Members and Board of Directors for comments.
- Drafts are prepared by the secretariat with inputs from experts on that particular topic.
- Strict separation between members and sponsors.
- Variety of funding sources

ETSC FUNDERS





Road Safety Performance Index (PIN)

Ranking EU countries' performances

Monitoring EU transport safety policy



SAFE & SOBER



DRUG DRIVING

The EU actors



EUROPEAN
COMMISSION



COUNCIL OF THE EUROPEAN UNION



EUROPEAN PARLIAMENT



EU Legislation

EUROPEAN UNION



Committee of the Regions



**European Economic
and Social Committee**

DIFFICULT !

Decision makers

- Are busy
- Have to prioritise between measures
- Have authority on one part of the road safety problem (« silo »)
- New road safety measures = new expenses in their budget (don't see it as a saving)

Road Safety Performance Index (PIN)



- One expert from each of the 32 participating countries, including all EU Member States
- A Steering Group
- Country rankings: targeting attention of the media + decision makers

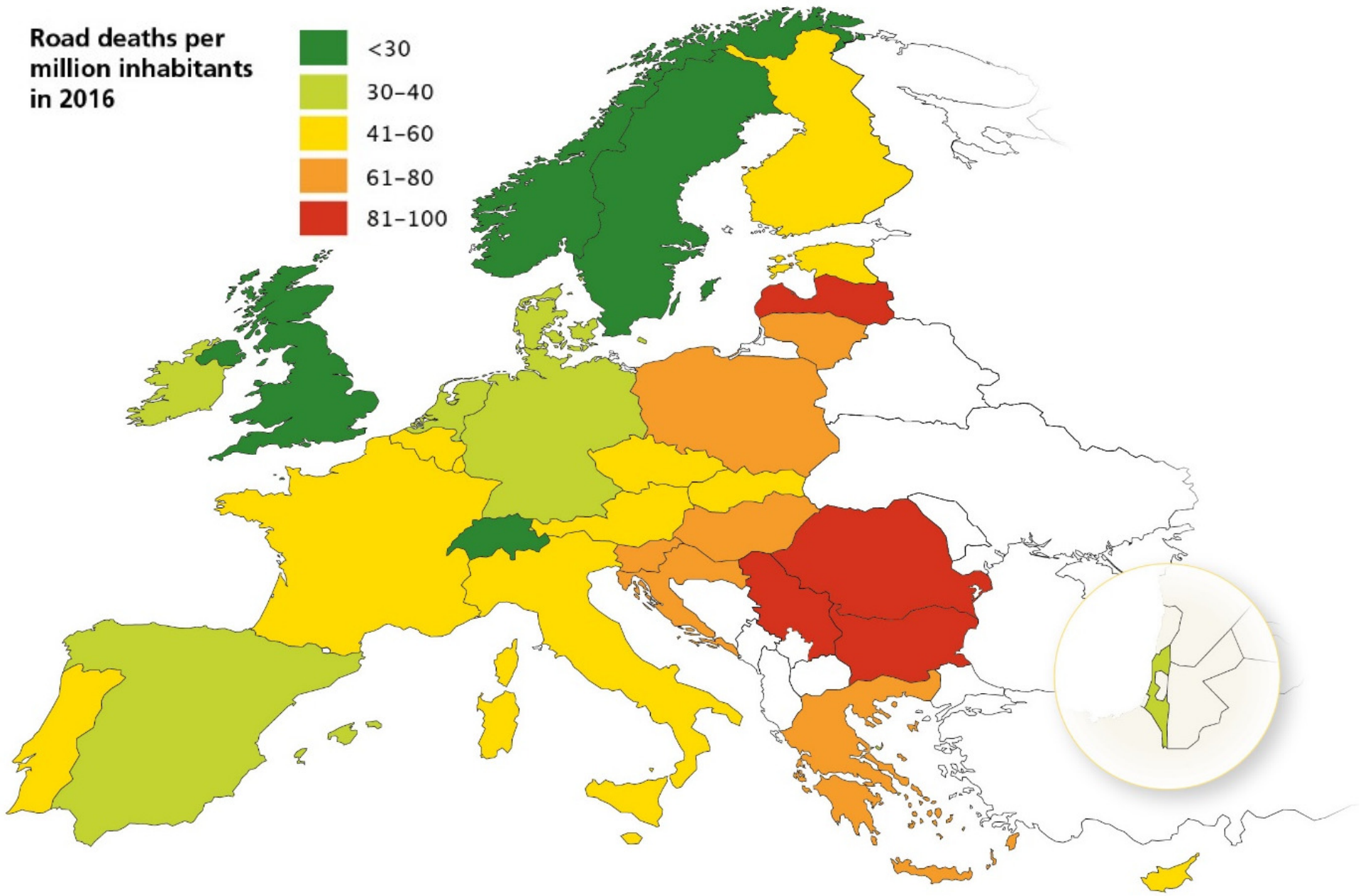
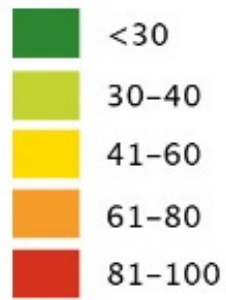


The PIN Annual Report

- Monitoring progress in reducing deaths and serious injuries
- Launched at the **PIN Annual Conference**
- **20 June 2017**, in Brussels



Road deaths per million inhabitants in 2016



#PIN2017

PIN Flashes

- Benchmark of country performances' and good practices on specific road safety topics

MAKING WALKING AND CYCLING ON EUROPE'S ROADS SAFER

PIN Flash Report 29

June 2015



RANKING EU PROGRESS ON CAR OCCUPANT SAFETY

PIN Flash Report 27

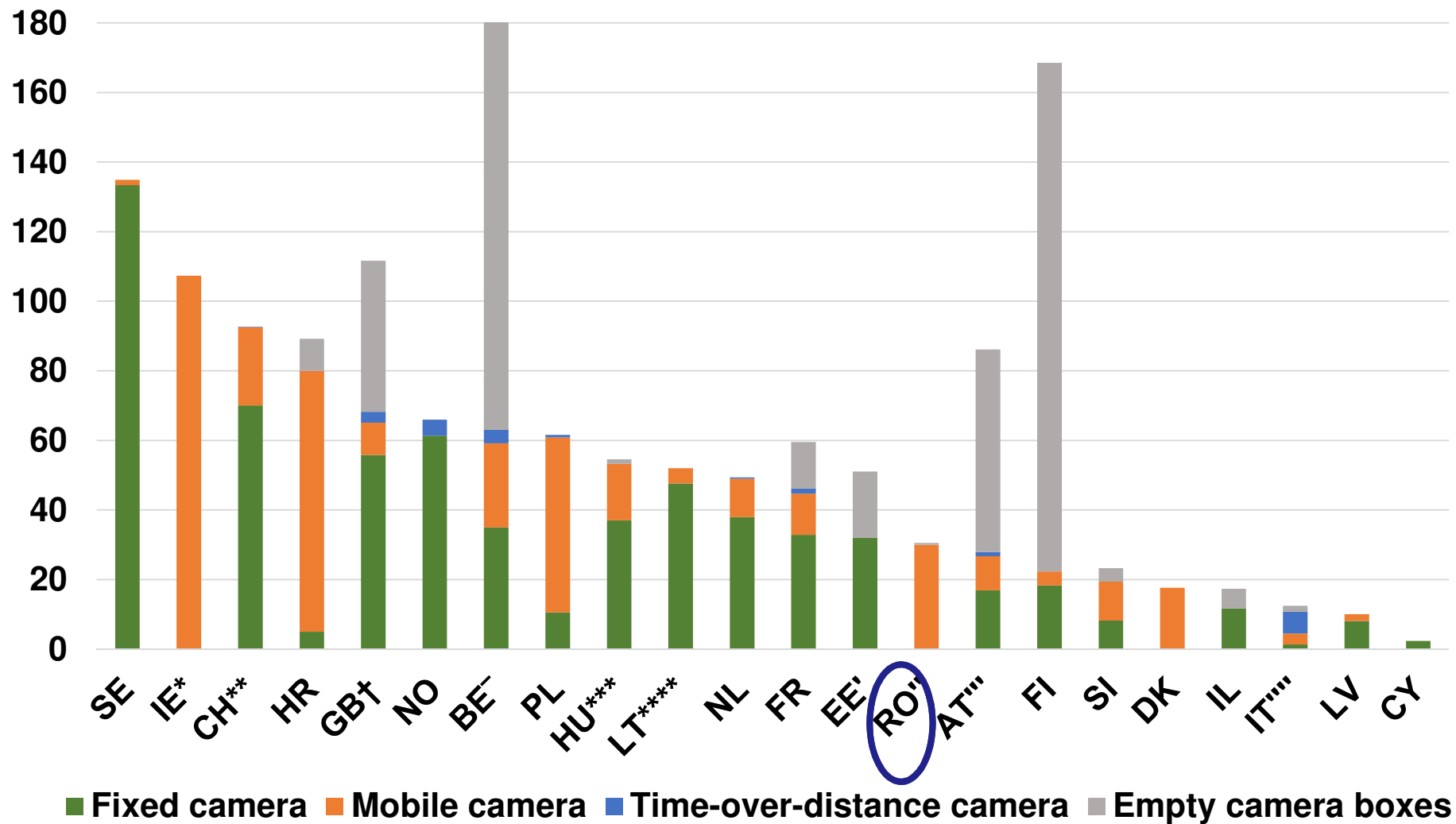
April 2014



PIN Talks

- **Country event** in the capital city
- Addressing **national decision makers**
- **“Twinning”**: Presentation by one (or more) country with a good experience on the topic of the event
- The last one in Romania last Tuesday: one of the topic was **Enforcement**

SAFETY CAMERAS/MLN. INHABITANTS (2015)



SPEED TICKETS/1000 INHABITANTS (2015)

	<i>Yearly speed tickets</i>	<i>% by safety camera</i>
Netherlands	393	99.6%
Belgium	300*	<i>n/a</i> *2014
France	205	93%
Cyprus	108	29%
Estonia	102	66%
Finland	93	80%
Denmark	73	91%
Croatia	66	<i>n/a</i>
Lithuania	50	98%
Romania	38	0.6%

SI, RO, RS, GB, HU, PT, SE

50 or fewer

DRINK DRIVING CHECKS/1000 INHABITANTS

	2015	2014	2013
Estonia	677	572	470
Poland	466	405	234
Finland	279	286	149
Austria	189	214	209
Slovenia	156	186	184
Greece	n/a	166	163
France	152	164	160
Hungary	135	124	121
Cyprus	135	138	146
Sweden	130	205	234
Romania	72	73	75
Ireland	71	86	96
GB	n/a	11	12



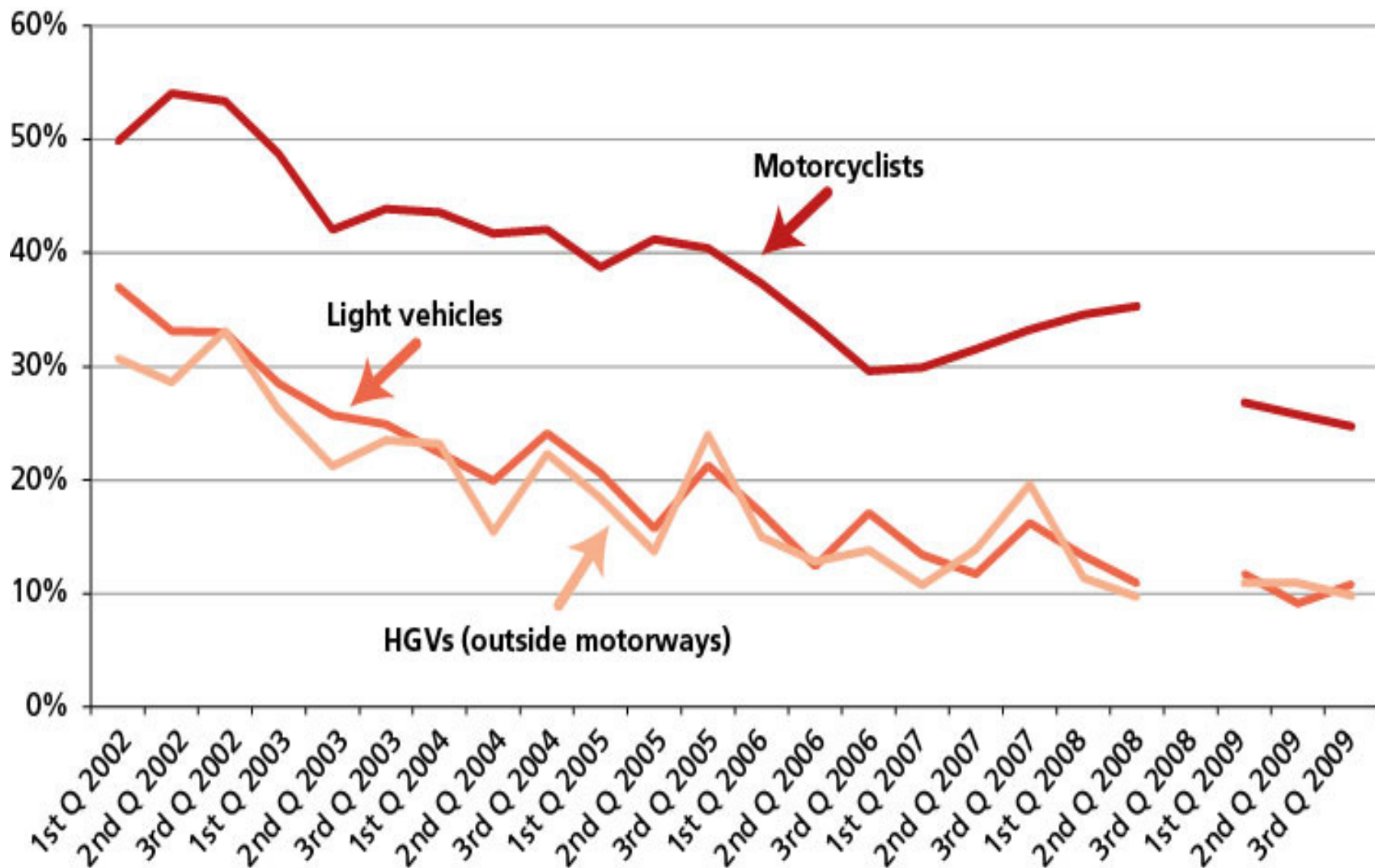
Not available in
 Belgium
 Czech Rep.
 Germany
 Denmark
 Croatia
 Luxembourg
 Latvia
 Netherlands
 Slovakia

EXCHANGE OF GOOD PRACTICE

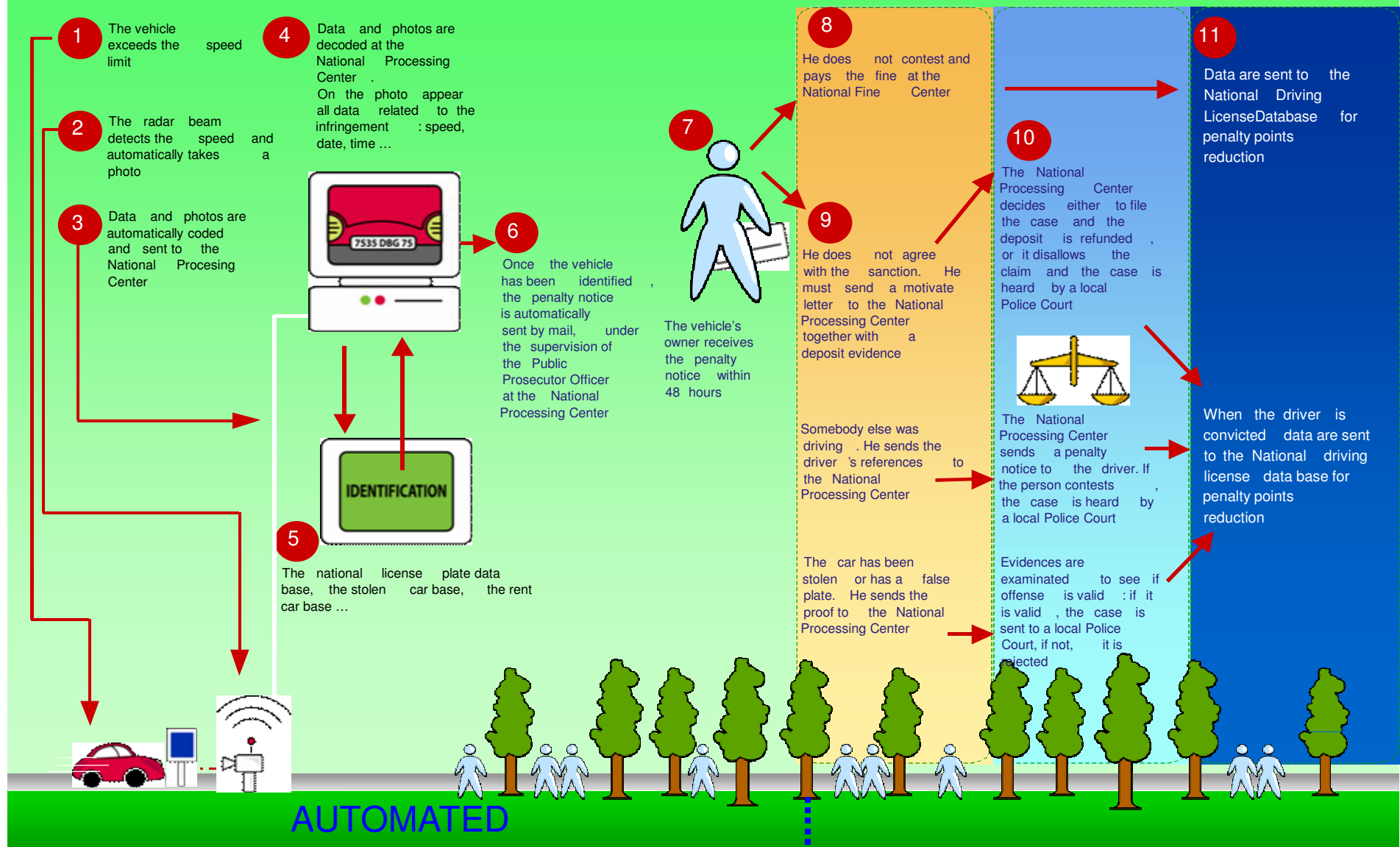
France: speed enforcement

- 14 July 2002: Statement by President Chirac on Bastille Day:
« Road safety will be the first of the top 3 priorities of my 2nd mandate »
- **75%** of drop in road deaths between 2002-2005 attributed to fully automated speed management
- 2 euros invested – 5.9 euros gained

% of drivers above the speed limits (France, all networks together)

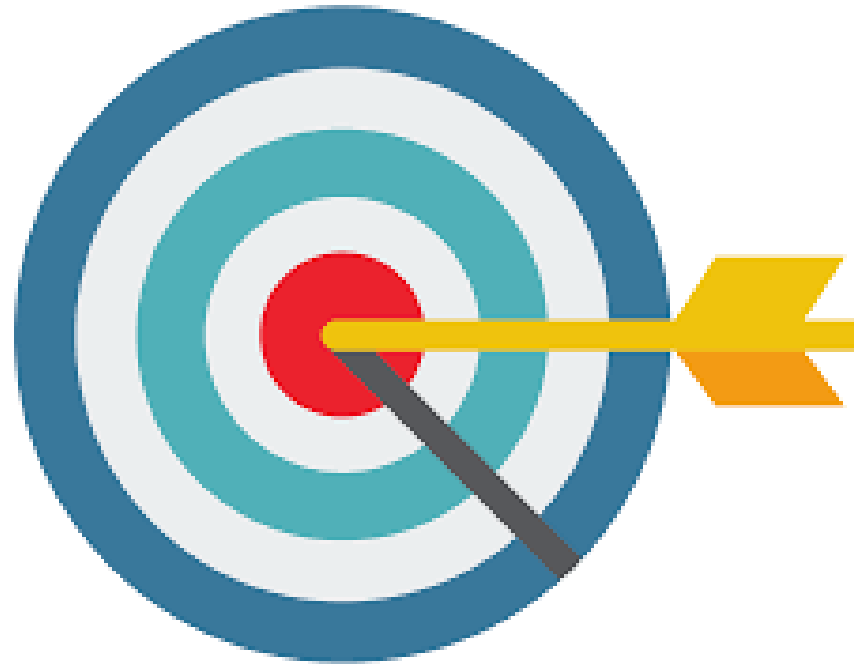


France fully automatic speed enforcement



ONE PIN FINDING:

TARGETS HELP !



THE IMPACT OF THE EU 2010 TARGET

- **100,000** fewer road deaths since 2001 than if the 2001 numbers had continued
- Estimated value of deaths prevented **€176 billion**

THE IMPACT OF THE EU 2010 TARGET

Steeper progress in 2001-2010 than in previous decades (last years' progress helped by the economic crisis)

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%

SERIOUS INJURY

- The 2001-2020 target to reduce road deaths was a success.
- Data collected in the PIN Programme were showing number of people seriously injured are not reducing as fast as road deaths.
- In 2009, ETSC started calling for a target to reduce road deaths AND a separate target to reduce seriously injured between 2010-2020.

THE SERIOUS INJURY TARGET SAGA

- **2013**: First milestones: agreed on a common EU definition of a seriously injured
- **2015**: The European Commission promised to present a target for serious injuries, together with a strategy
- And then ... nothing !



LET'S



**FOR A EUROPEAN TARGET
TO REDUCE SERIOUS ROAD INJURIES**

COALITION



Open letter to Juncker



10 June 2015

Brussels - More than 40 experts and representatives of road safety organisations and victims groups from across Europe together with 11 MEPs have written to President Juncker urging him to reverse a decision to drop the announcement of a new EU target to cut serious road injuries.

The letter was sent yesterday, ahead of Thursday's meeting of national transport ministers in Luxembourg where the target was set to be announced...

Twiplomacy

Dear @JunckerEU,

At least **200,000** people suffered life-changing injuries on EU roads in 2014.

Please don't drop plans for an EU-wide target to cut serious road injuries.



European Transport Safety Council





FEVR AND ETSC JOINED FORCES: MEETING JUNCKER



**ASKING THE POPE TO SUPPORT
ACTION ON SERIOUS INJURIES**



MALTA EU2017

SERIOUS INJURY TARGET ADOPTED 8 JUNE 2017!

Transport Ministers of all EU Member States:

- Commit to reduce seriously injured by 50% between 2020-2030.
- Ask the Commission to come up with a strategy for 2020-2030 asap,...
- ...Including measures to achieve targets
- Call for the revision of the minimum standards for new vehicles



European Transport Safety Council

ROAD SAFETY 2020 - 2030

PROTECTING VULNERABLE ROAD USERS

- ✓ UPGRADE VEHICLE SAFETY
- ✓ IMPROVE INFRASTRUCTURE
- ✓ REDUCE SPEEDING (SAFETY CAMERA + PENALTY POINTS + CAMPAIGNS + ISA)

VEHICLE SAFETY – ETSC PRIORITIES

- Speed
 - Intelligent Speed Assistance (ISA) and Automated Emergency Braking (AEB)
- Speed
 - Intelligent Speed Assistance (ISA) and Automated Emergency Braking (AEB)
- Drink Driving
 - Alcohol interlocks on professional vehicles and a standard interface for all vehicles
- Safer Truck Fronts
 - Improved vision and underrun protection

www.etsc.eu/PIN

 [@etsc_eu](https://twitter.com/etsc_eu)

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