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

Geneva, 30 June 2017
Graziella Jost, ETSC Programme Director
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
Monitoring EU transport safety policy

Road Safety Performance Index (PIN)
Ranking EU countries’ performances

SAFE & SOBER

YEARS
Young Road Users

SMART
Sober Mobility Across Road Transport

SAFE & SOBER

DRUG DRIVING

PRAISE
Work-Related Road Safety

iSAFER
Intelligent Speed Assistance for European Roads
The EU actors
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
PIN Flashes

- Benchmark of country performances’ and good practices on specific road safety topics
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**
<table>
<thead>
<tr>
<th></th>
<th>Yearly speed tickets</th>
<th>% by safety camera</th>
</tr>
</thead>
<tbody>
<tr>
<td>Netherlands</td>
<td>393</td>
<td>99.6%</td>
</tr>
<tr>
<td>Belgium</td>
<td>300*</td>
<td>n/a</td>
</tr>
<tr>
<td></td>
<td></td>
<td>*2014</td>
</tr>
<tr>
<td>France</td>
<td>205</td>
<td>93%</td>
</tr>
<tr>
<td>Cyprus</td>
<td>108</td>
<td>29%</td>
</tr>
<tr>
<td>Estonia</td>
<td>102</td>
<td>66%</td>
</tr>
<tr>
<td>Finland</td>
<td>93</td>
<td>80%</td>
</tr>
<tr>
<td>Denmark</td>
<td>73</td>
<td>91%</td>
</tr>
<tr>
<td>Croatia</td>
<td>66</td>
<td>n/a</td>
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<tr>
<td>Lithuania</td>
<td>50</td>
<td>98%</td>
</tr>
<tr>
<td>Romania</td>
<td>38</td>
<td>0.6%</td>
</tr>
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</table>

SI, RO, RS, GB, HU, PT, SE 50 or fewer
<table>
<thead>
<tr>
<th></th>
<th>2015</th>
<th>2014</th>
<th>2013</th>
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<tbody>
<tr>
<td>Estonia</td>
<td>677</td>
<td>572</td>
<td>470</td>
</tr>
<tr>
<td>Poland</td>
<td>466</td>
<td>405</td>
<td>234</td>
</tr>
<tr>
<td>Finland</td>
<td>279</td>
<td>286</td>
<td>149</td>
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<td>Austria</td>
<td>189</td>
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<tr>
<td>Greece</td>
<td>n/a</td>
<td>166</td>
<td>163</td>
</tr>
<tr>
<td>France</td>
<td>152</td>
<td>164</td>
<td>160</td>
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<td>Hungary</td>
<td>135</td>
<td>124</td>
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<td>Cyprus</td>
<td>135</td>
<td>138</td>
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<tr>
<td>Sweden</td>
<td>130</td>
<td>205</td>
<td>234</td>
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<tr>
<td><strong>Romania</strong></td>
<td>72</td>
<td>73</td>
<td>75</td>
</tr>
<tr>
<td>Ireland</td>
<td>71</td>
<td>86</td>
<td>96</td>
</tr>
<tr>
<td>GB</td>
<td>n/a</td>
<td>11</td>
<td>12</td>
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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

1. The vehicle exceeds the speed limit
2. The radar beam detects the speed and automatically takes a photo
3. Data and photos are automatically coded and sent to the National Processing Center
4. Data and photos are decoded at the National Processing Center. On the photo appear all data related to the infringement: speed, date, time...
5. The national license plate data base, the stolen car base, the rent car base...
6. Once the vehicle has been identified, the penalty notice is automatically sent by mail, under the supervision of the Public Prosecutor Officer at the National Processing Center.
7. The vehicle's owner receives the penalty notice within 48 hours.
8. He does not contest and pays the fine at the National Fine Center.
9. He does not agree with the sanction. He must send a motivate letter to the National Processing Center together with a deposit evidence.
10. Somebody else was driving. He sends the driver's references to the National Processing Center.
11. The car has been stolen or has a false plate. He sends the proof to the National Processing Center.
12. When the driver is convicted, data are sent to the National Driving License Database for penalty points reduction.

*Automated*
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)

<table>
<thead>
<tr>
<th>Period</th>
<th>EU-15 Reduction</th>
<th>Annual average reduction</th>
<th>EU-10 Reduction</th>
<th>Annual average reduction</th>
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<tbody>
<tr>
<td>1971-1980</td>
<td>19%</td>
<td>2.4%</td>
<td>n/a</td>
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<tr>
<td>1981-1990</td>
<td>8%</td>
<td>1.7%</td>
<td>n/a</td>
<td>n/a</td>
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<tr>
<td>1991-2000</td>
<td>22%</td>
<td>4.0%</td>
<td>18%</td>
<td>1.5%</td>
</tr>
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<td>2001-2010</td>
<td>47%</td>
<td>6.2%</td>
<td>38%</td>
<td>4.7%</td>
</tr>
</tbody>
</table>

ETSC (2011), 5th Road Safety PIN Report
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 GO FOR A EUROPEAN TARGET TO REDUCE SERIOUS ROAD INJURIES
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...
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.
FEVR AND ETSC JOINED FORCES: MEETING JUNCKER
ASKING THE POPE TO SUPPORT ACTION ON SERIOUS INJURIES
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
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