15th International Conference Road Safety in Local Communities
Workshop on experiences of South-East European countries in road safety management
Geneva, Vrnjacka Banja (online)
25 June 2020

# EU Strategic Action Plan on Road Safety

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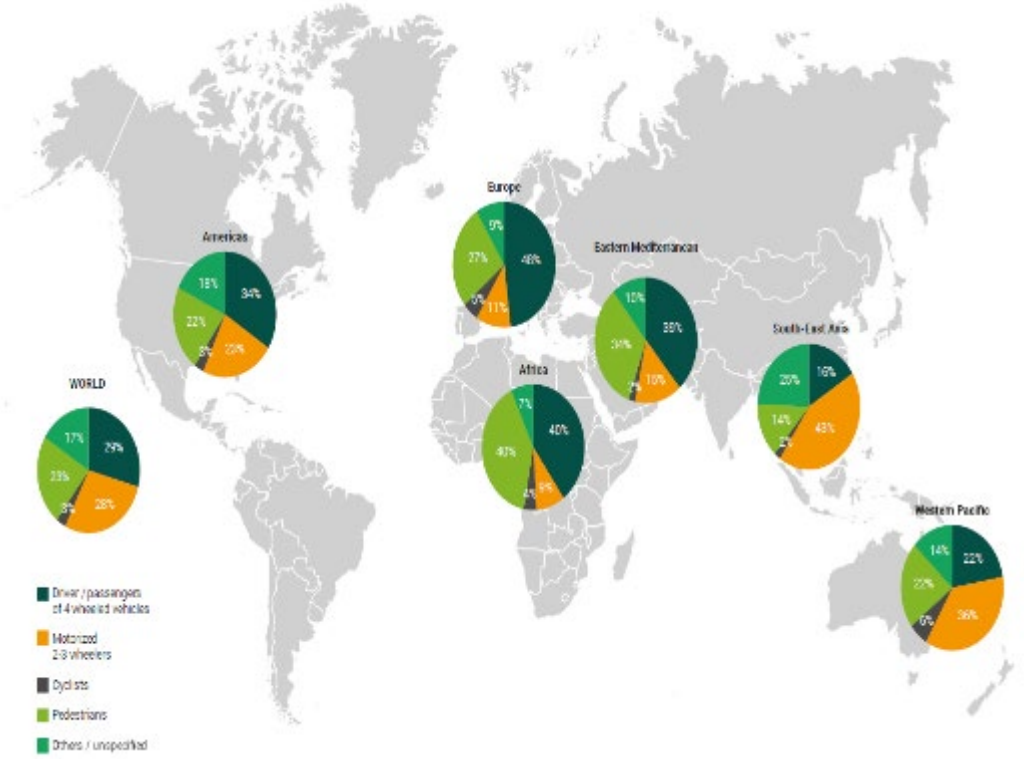
# NTUA Road Safety Observatory

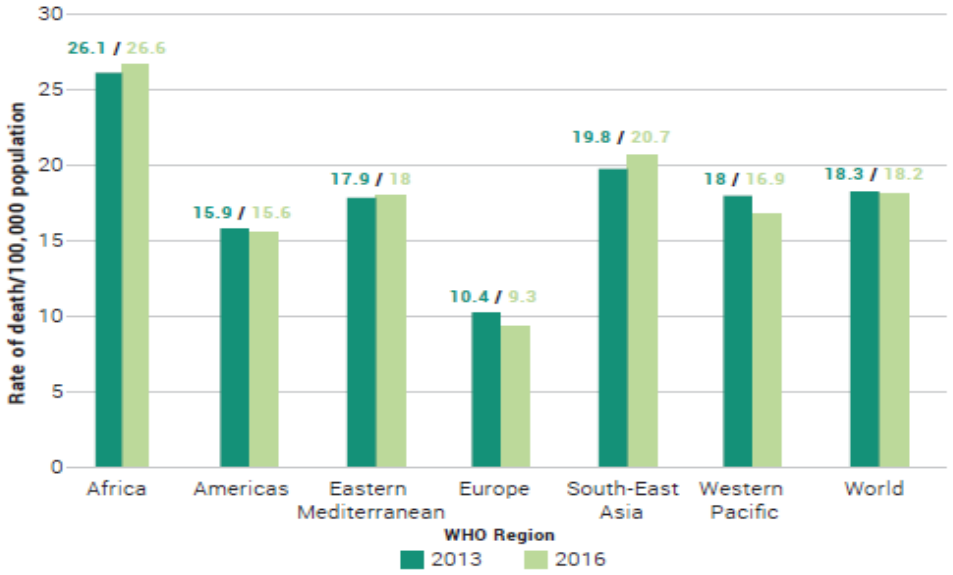
- The NTUA Road Safety Observatory (www.nrso.ntua.gr) is a **Center of Research and Innovation Excellence** in Road Safety, with global recognition [ranked: 2nd in Europe and 6th worldwide (AAP 2018)]
- A **team of 25+ scientists**, with internationally recognized Professors, Post Doctoral Researchers, PhD Candidates & Transportation Engineers
- An international **reference website – information system** with state-of-the art road safety data and knowledge with:
  - more than 3.000 visits per month
  - tens of tweets and social media posts annually
  - more than 100 electronic newsletters since 2004
- An excellent **research activity**:
  - More than 100 Diploma Theses & 5 PhD Theses
  - More than 100 research projects, mostly through highly competitive procedures
  - More than 500 scientific publications (> 200 in journals), widely cited worldwide
  - More than 100 scientific committees
  - International collaborations: European Commission, UN/ECE, OECD/ITF, WHO, World Bank, EIB, CEDR, FEHRL, ERF, IRF, UITP, ETSC, WCTR, TRB, decades of universities and Research Centers

# Road Safety Statistics

# Road Safety Worldwide

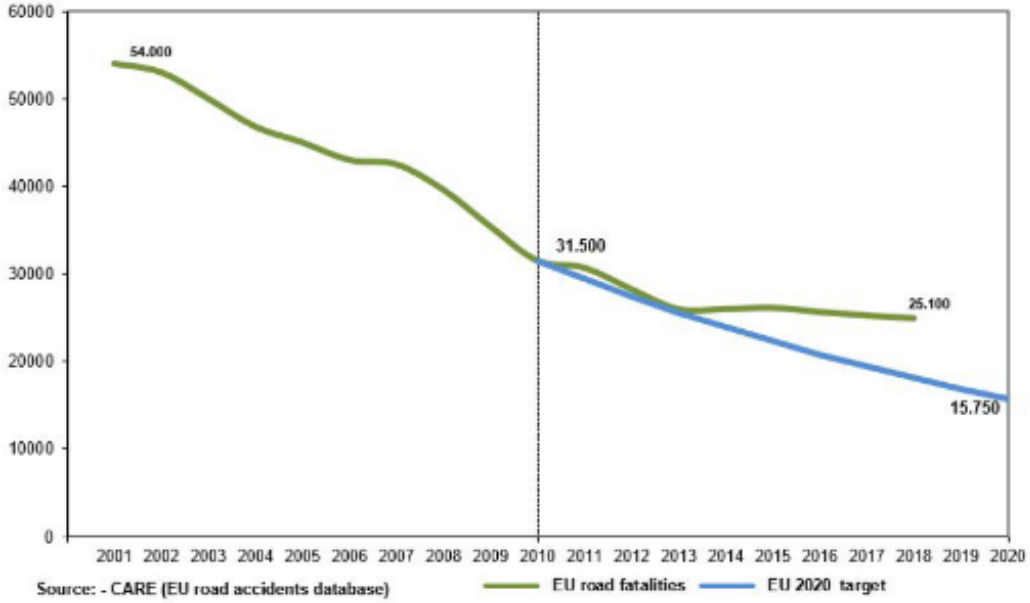
- **1,35 million people are killed** in road accidents worldwide.
- Road accidents constitute the **8th cause of death** and the first cause of death among people aged 5-29 years old.
- **Europe** presents the lowest traffic fatality rate per population globally.
- **Africa** has the worst road safety performance (up to 10 times more fatalities per population compared to the best performing European countries).
- The percentage of **VRUs' fatalities** in road accidents worldwide is especially high (54%).

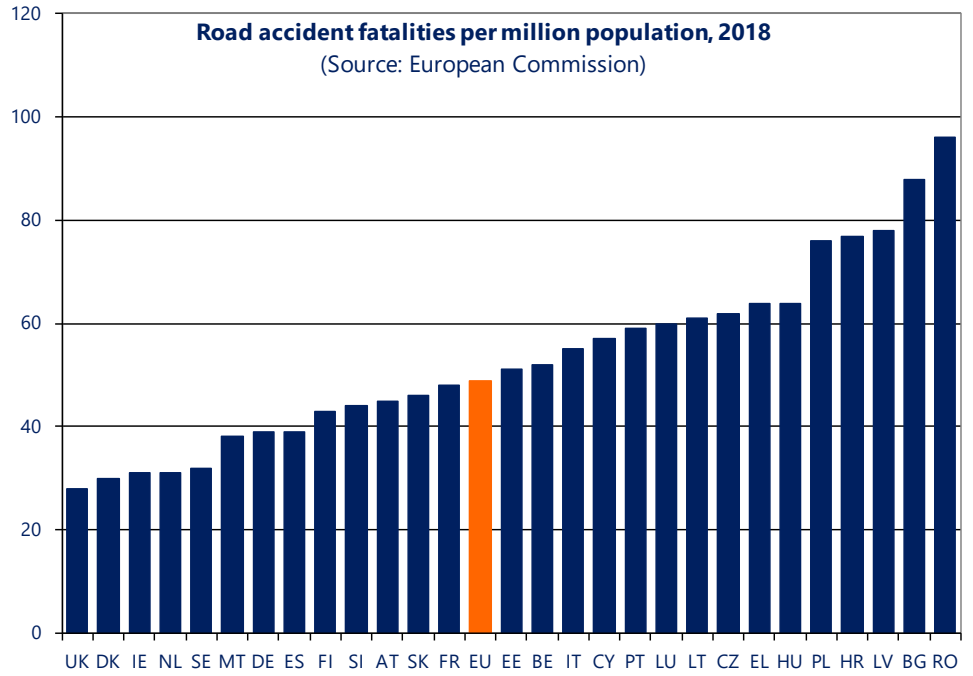


# Road Safety in the European Union

- In 2018, almost **25.100 fatalities in road accidents** were recorded in the EU.
- The target of halving road accident fatalities between 2010 and 2020 is **unlikely to be achieved**.
- Great **discrepancies in road safety performance** exist among the 28 EU countries.
- More **coordinated efforts** are required at all levels in order to achieve the targets set.



# European Road Safety Action Plan (2020-2030)

# European Road Safety Policy (1986-2020)

- The first steps (1986-1993)
  Year of European Road Safety 1986, the Gerondeau Report
- The First Action Plan on Road Safety (1993-1996)
  Qualitative objectives and setting of specific priorities
- The Second Action Plan on Road Safety (1997-2001)
  Target: reduction of fatalities by at least 18,000 up to 2010
- The Third Action Plan on Road Safety (2003-2010)
  Target: reduction of fatalities by 50% in 2010, monitoring progress
- Action Plan on Road Safety (2011-2020)
  Target: reduction of fatalities by 50% in 2020, actions and strategic targets

# EU Strategic Action Plan for Road Safety (2020-2030)

- In May 2018, the European Commission adopted its **EU Strategic Action Plan for Road Safety** for the 2021-2030 period.

- The EU Strategic Action Plan was published as part of the **3rd mobility package**, which also includes a revision of the directive on road infrastructure safety management and a strategy for connected and automated mobility.

# EU Strategic Action Plan for Road Safety (2020-2030)

## Eight pillars of actions:

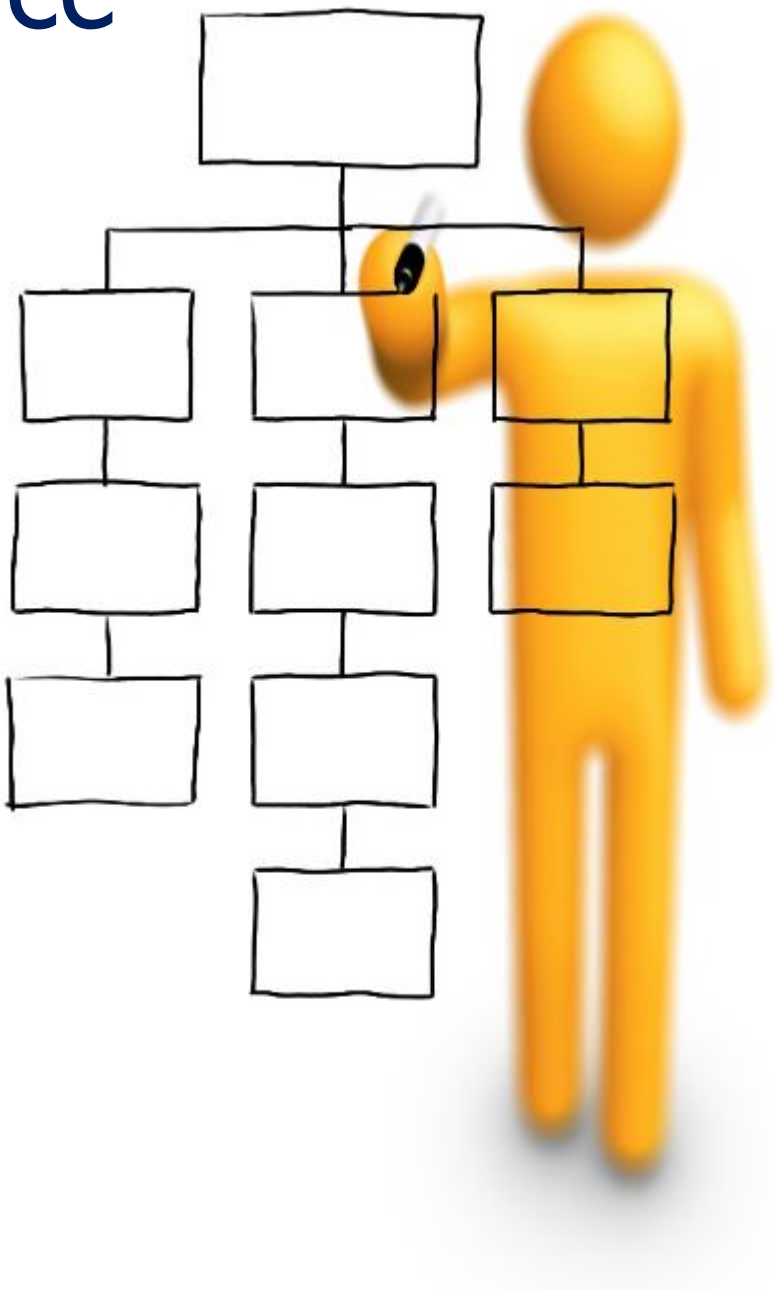
- Enhanced road safety governance
- Stronger financial support for road safety
- Safe roads and roadsides
- Safe vehicles
- Safe road use
- Fast and effective emergency response
- Future-proofing road safety
- The EU's global role: exporting road safety

# Enhanced Road Safety Governance

- The EU road safety policy framework 2021-2030 is based on the **Safe System approach**.
- The coordinated action of all sectors and for all road users under an **enhanced governance structure** is required.

## Key Actions

- a list of **KPIs** to be connected to target outcomes
- mandate of the **High Level Group on Road Safety** to include strategic advice and frequent feedback
- the new role of **European Road Safety Coordinator**, to coordinate road safety efforts with Member States and spread good practice.



# Stronger Financial Support

Provide **stability and coherence in funding solutions** for infrastructure upgrades and other road safety actions

## Key Actions

- encourage the use of EU financial support from the European Structural and Investment Funds for **road safety upgrades of infrastructure**
- investigate how to provide **stability in funding support** for road safety actions (e.g. joint cross-border road traffic enforcement operations)
- investigate possibilities to financially **support capacity building** at Member State level

# Safe Roads and Roadsides

## Revision of the Road Infrastructure Safety Management Directive

- introducing a **network-wide road assessment**
- **more transparency** and follow-up of road safety management procedures
- **extending the scope of the Directive** beyond the trans-European transport network (TEN-T) to cover all motorways and primary roads
- setting general performance requirements for road markings and road signs to make it easier to roll out **cooperative, connected and automated mobility systems**
- mandatory to systematically take VRUs into account in all road safety management procedures

# Safe Vehicles

- Revision of the Vehicle General Safety Regulation and the Pedestrian Safety Regulation to make some **important safety features mandatory** (e.g. Intelligent Speed Assistance, Autonomous Emergency Braking etc.).

## Key Actions

- assess whether **retrofitting the existing fleet with ADAS** is feasible and cost-effective
- **consider national incentives to fast-track proven technologies** (e.g. procurement, safe travel policies, tax and insurance incentives)

# Safe Road Use

## Key Actions

- improve the effectiveness of the directive on **cross-border enforcement** of traffic offences.
- examine a possible legislative initiative on the **mutual recognition of driving disqualifications**
- make **seatbelt reminders mandatory** for all seats
- enable the functioning of **Intelligent Speed Assistance**, including the availability of speed limits in a digital format.
- strengthen the EU recommendation on permitted **blood alcohol content**.

# Fast and Effective Emergency Response

## Key Actions

- assess the **effect of eCall** and evaluate the possible extension to other categories of vehicles.

- facilitate **closer contacts between road safety authorities and the health sector** to assess further practical and research needs

# Future-proofing Road Safety

## Key Actions

- adopt specifications on **cooperative intelligent transport systems**
- launch a process towards developing a code of conduct for the **safe transition to the higher levels of automation**, by taking road safety considerations into account
- set up a **Safe City challenge** or award

# The EU's Global Role: Exporting Road Safety

## Key Actions

- further develop **road safety cooperation with the EU's neighbours**, in particular the Western Balkans and the Eastern Partnership by sharing best practice and supporting capacity building

- evaluate how to strengthen the coordination of traffic rules (UN Geneva and Vienna Conventions), so that **traffic rules can be adapted to cooperative, connected and autonomous mobility** in a harmonised way

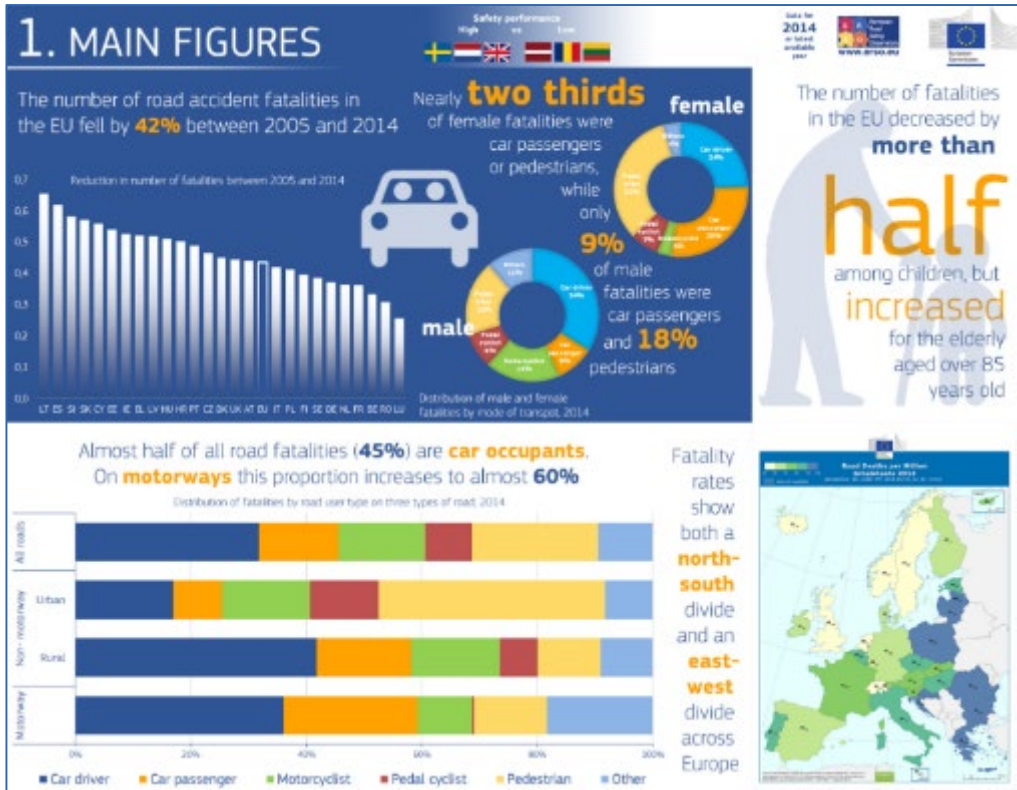
- cooperate with **international financing initiatives**, such as the UN Road Safety Trust Fund

# European Road Safety Observatory

- The **ERSO** is the information system of the European Commission with harmonised specialist information on road safety practices and policy in European countries.
- The framework of ERSO was developed within the **SafetyNet project** (2004-2008) and further expanded within the **DaCoTA project** (2010-2012).
- Within the ERSO, **road safety related data and knowledge** at European level are gathered and made available to road safety professionals and decision makers, contributing to:
  - **monitoring** road safety trends
  - **understanding** underlying road safety risk factors in combination with a more detailed analysis
  - **benchmarking** road safety performances
  - identification of **best practices**

European Road Safety Observatory

www.erso.eu




Katerina Folla, EU Strategic Action Plan on Road Safety

European Commission

# MOBILITY AND TRANSPORT

## Road Safety

European Commission > Transport > Road Safety > For the specialist > Observatory

Home | What We Do | Road Users | Policy Areas | Specialist (English Only)

## Observatory

**Analyses**

- Road Safety syntheses
- Projects
- Studies
- Country overview
- Vademecum & Scoreboard

**Statistics**

- Annual accident report
- Charts & figures
- Map library
- Performance indicators
- Road Safety Atlas

**Methodology tools**

- About care
- Trafic safety methodological tools
- In depth accident investigation

https://ec.europa.eu/transport/road_safety/specialist/observatory_en

**Members only**

- Upload CARE data
- Online Resource Center System
- Data Mining System
- Road Safety Atlas +

**Archive**

- Analyses
- Statistics

European Road Safety Observatory

The European Road Safety Observatory (ERSO) gathers harmonised specialist information on road safety practices and policy in European countries.

Evidenced-based approaches lie at the heart of the most successful road safety polices – backed up by accident and other road safety data. ERSO collects a range of information types. These include a series of data protocols and collection methodologies, national and in-depth accident data, exposure data and safety performance indicators.

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