

22 January 2016,
Prishtina

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European Transport Safety Council

Introduction to ETSC

- ➔ The **European Transport Safety Council** (ETSC) is a non-governmental organisation promoting independent science-based approach to road safety
- ➔ Supported in our work by **57 member** organisations across Europe.
- ➔ Funded by our members, the European Commission and corporate sponsors
- ➔ Bringing together practitioners, researchers, policy-makers and parliamentarians from across the EU

ETSC Network





Road Safety Performance Index (PIN)

Ranking EU countries' performances

Monitoring EU transport safety policy

SMART



SOBER MOBILITY ACROSS ROAD TRANSPORT



SAFE & SOBER



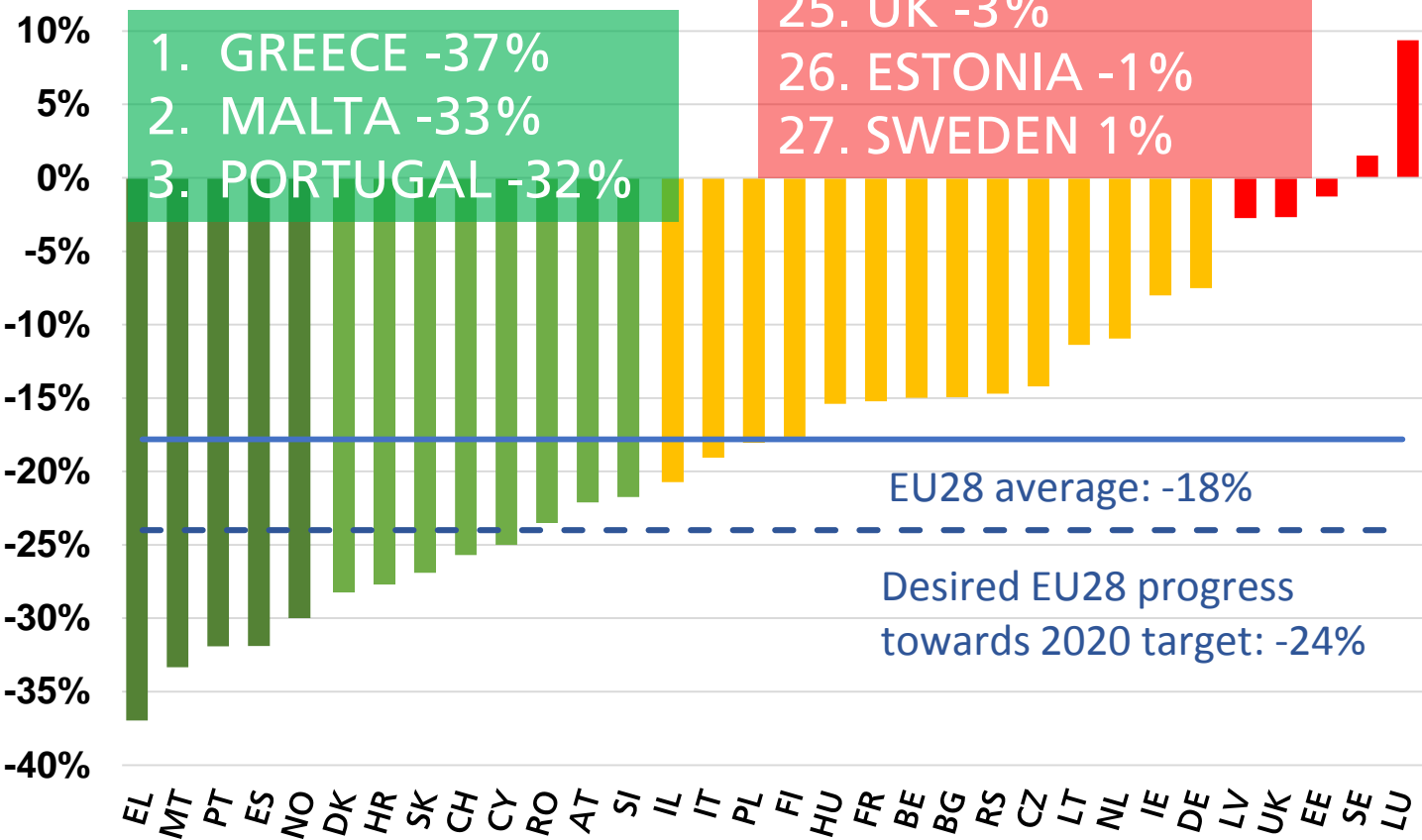
25,964

people died in road
traffic in the EU in
2014

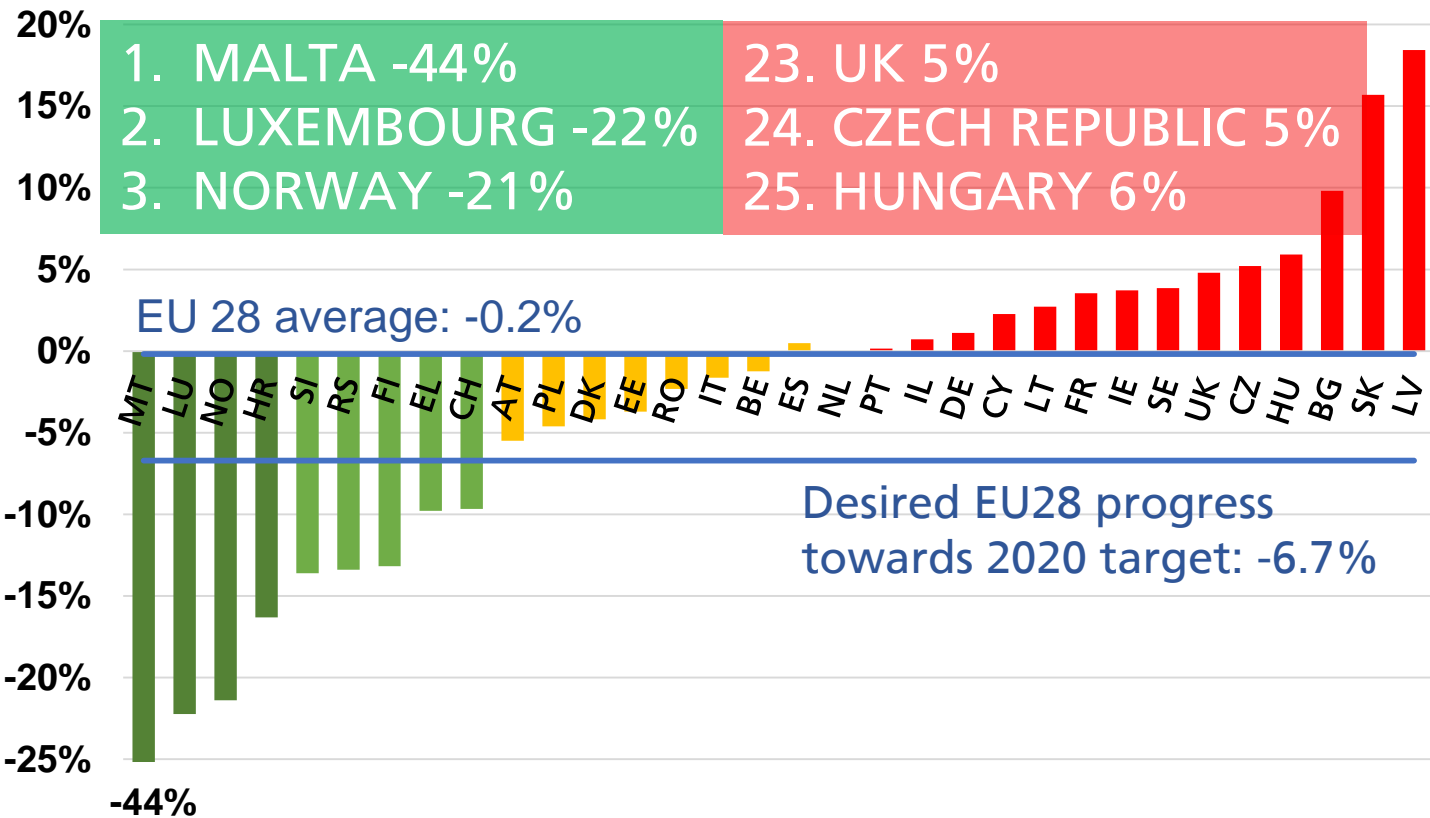


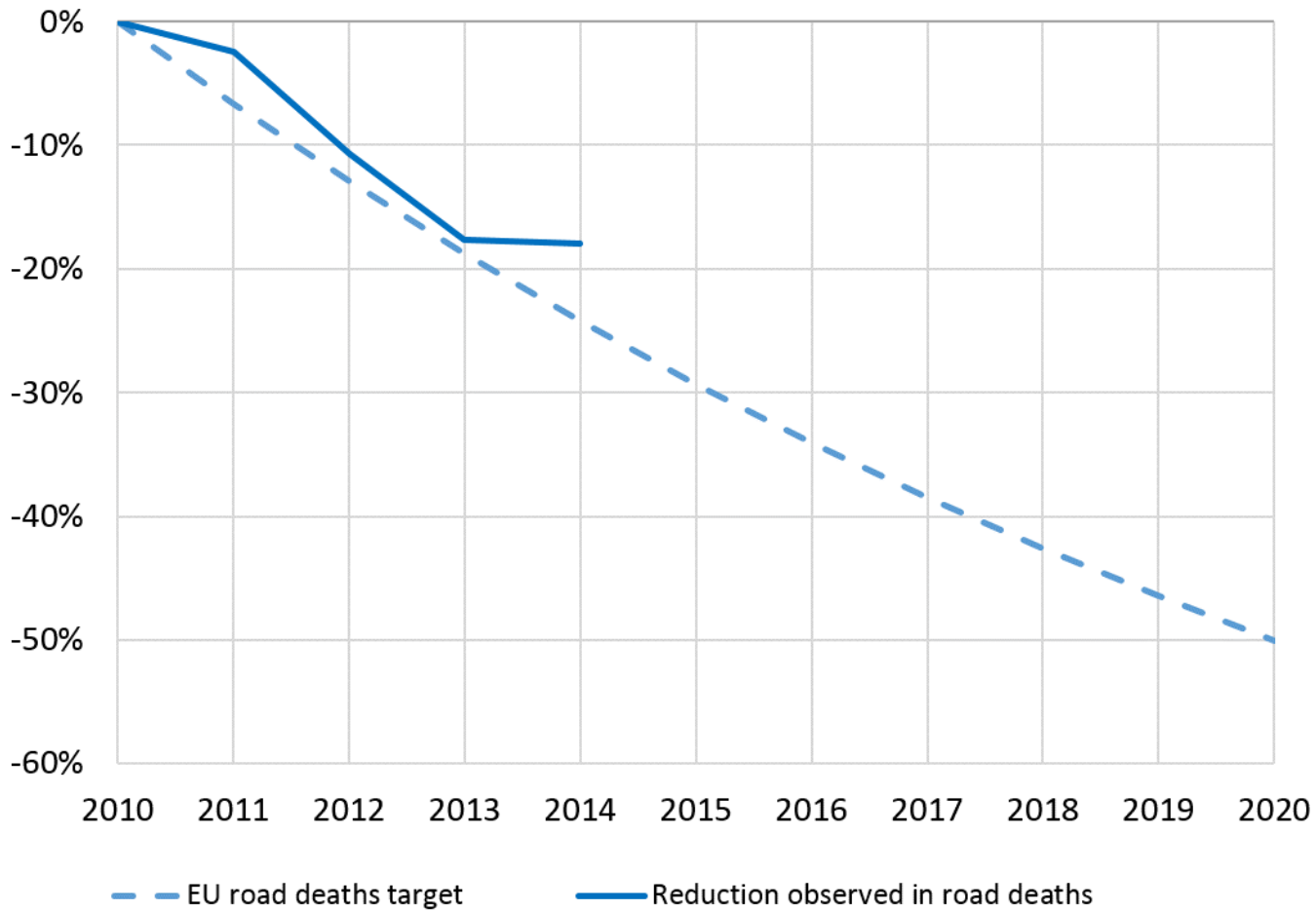
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% change in road deaths 2010-2014

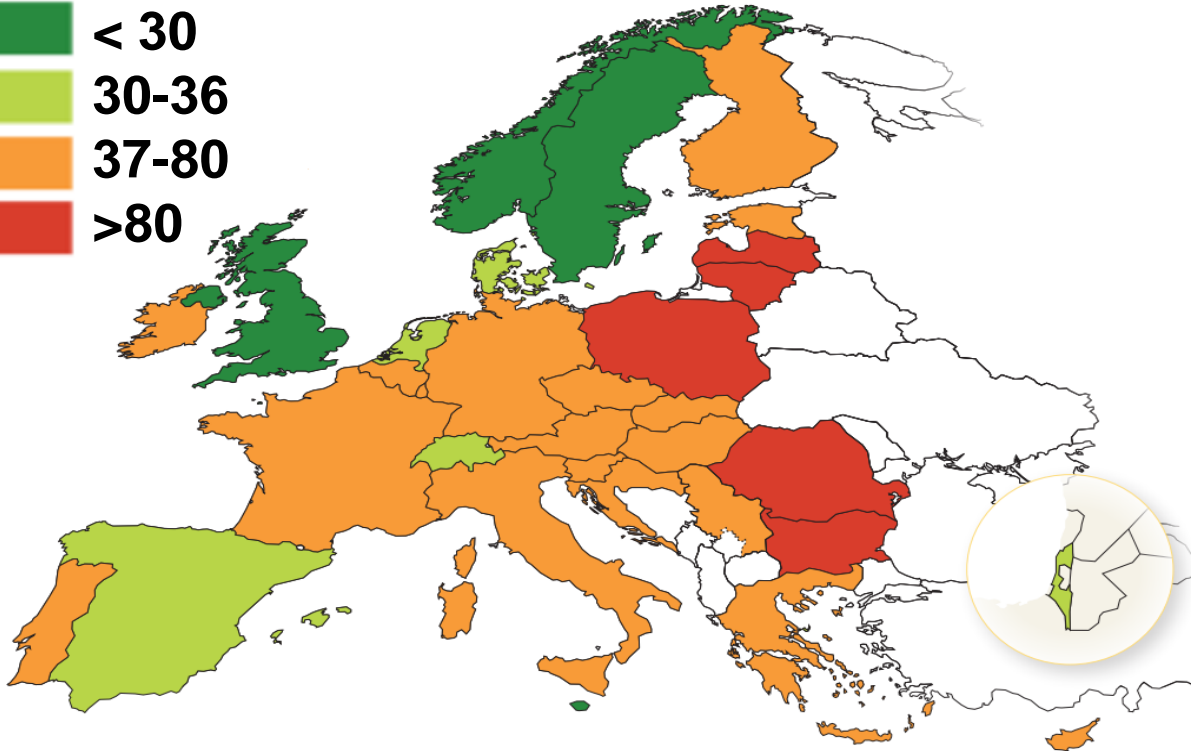


% change in road deaths 2013-2014





Road deaths per million inhabitants in 2014



203,500*

seriously injured in
road traffic in the EU
in 2014

**Data from police records in 23 EU countries*



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Average annual
reduction in deaths
In EU28

Average annual
reduction in recorded
serious injuries in EU28

6.2%

2.6%



Why ETSC recommends setting a target now and for reducing MAIS3+ serious injuries

- Any target set in this decade can only be aspirational
- The 2001 target for reducing deaths was aspirational
- From 2001-2014 at least 10 countries across Europe have reduced serious injuries at similar rates to deaths
- So it is right for Europe's ambition for reducing serious injuries to be as challenging as for reducing deaths

LET'S



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



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The main killers on the roads

☠ Speeding

More than **1,300** road deaths could be prevented each year if average speeds dropped by 'only' **1km/h** on all roads across the EU.



☠ Drink driving

At least **5,600** deaths could have been prevented if all drivers involved in accidents and reported to be driving over the limit had been sober.

☠ Non use of **seat belts**

Around **8,600** car occupants survived serious crashes in 2012 because they wore a seat belt.

Vehicle safety: big opportunity in 2016



The problem of speed

- **Drivers have slowed down since 2001**
- Best progress has been made on **motorways**: around **30%** of drivers exceed the speed limit on **motorways**
- But speed violations are still up to **70%** on **rural roads** (in Denmark and Poland) and as many as **80%** on **urban roads** (Poland)

What is Intelligent Speed Assistance?

1. Car receives position information via GPS and current speed limit from a digital map. Can also be combined with video camera sign recognition.

2. Speed limit is displayed on the dashboard.



Driver can override system by pushing harder on accelerator.

3. Car helps driver not to speed when speed limit is reached.

Why ISA?

ISA COULD CUT **COLLISIONS** BY 30%
AND **DEATHS** BY 20%



Cars fitted with ISA
could **reduce CO2**
emissions by **8%**



EuroNCAP awards
extra points to
cars fitted with ISA



78% of road users
64% of car drivers
say they support in-vehicle
speed limiters (SARTRE 2012)

Drink-driving in the EU



The phenomenon is still widespread in the EU:

- Up to 1.5 - 2% of Km driven in the EU are driven with an illegal BAC
- Around 20% of all road deaths across the EU are alcohol-related (over 30% of driver deaths)
- Alcohol related crashes are the leading cause of death in the age group 16-25



BAC limits across the EU

- An increasing number of countries are lowering their BAC limits to be in line with EU recommendation 2001 on maximum BAC legal limit
- 18 EU countries apply lower BAC for novice drivers (0.0 – 0.2)
- 18 EU countries apply lower BAC for professional drivers (0.0 to 0.2 BAC)

	Standard BAC	BAC Commercial drivers	BAC Novice Drivers
Austria	0.5	0.1	0.1
Belgium	0.5	0.2	0.5
Bulgaria	0.5	0.5	0.5
Cyprus	0.22	0.22	0.22
Czech	0.0	0.0	0.0
Denmark	0.5	0.5	0.5
Estonia	0.2	0.2	0.2
Finland	0.5	0.5	0.5
France	0.5	0.5 (0.2 bus drivers)	0.5
Germany	0.5	0.0	0.0
Greece	0.5	0.2	0.2
Hungary	0.0	0.0	0.0
Ireland	0.5	0.5	0.2
Italy	0.5	0.0	0.0
Latvia	0.5	0.5	0.2
Lithuania	0.4	0.2	0.2
Luxembourg	0.5	0.2	0.2
Malta	0.8	0.8	0.8
Netherlands	0.5	0.5	0.2
Poland	0.2	0.2	0.2
Portugal	0.5	0.2	0.2
Romania	0.0	0.0	0.0
Slovakia	0.0	0.0	0.0
Slovenia	0.5	0.0	0.0
Spain	0.5	0.3	0.3
Sweden	0.2	0.2	0.2
UK (except Scotland)	0.8	0.8	0.8

Alcohol Interlocks

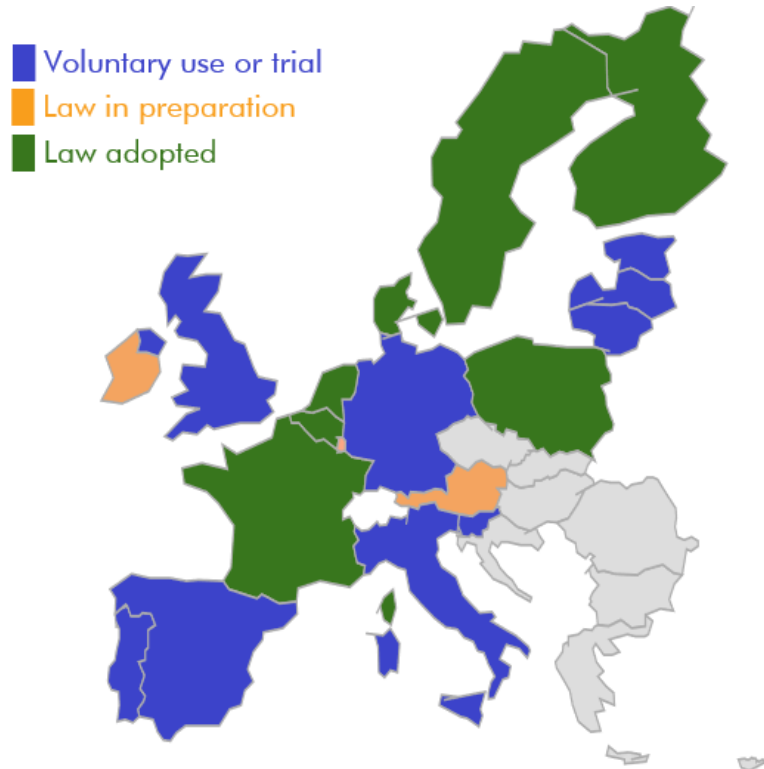
- Increasingly used across Europe
- Reoffending rates in Finland reduced from 30% to 6% with use of interlocks
- Already compulsory on school buses in France and Finland.

Should be mandatory for professional vehicles and all cars should have a standard interface to enable use when needed.



Alcohol interlock rehabilitation programmes

- Increasingly used across Europe for professional drivers and in rehabilitation programs for drink driving offenders
- Reoffending rates in Finland reduced from 30% to 6% with use of interlocks



SEAT
BELT

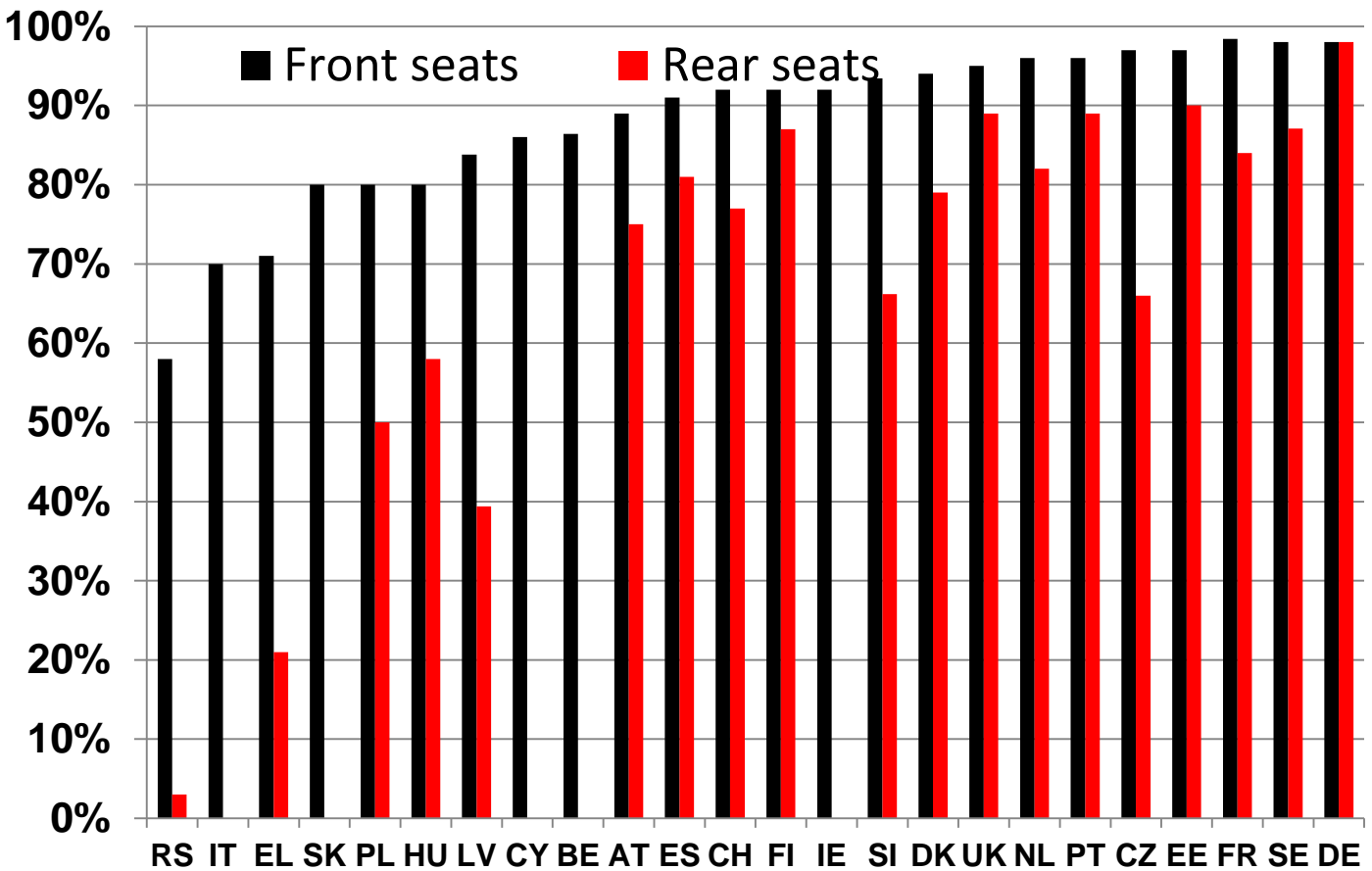


Seat Belt Reminders



- The seat belt remains the single most effective safety feature in vehicles
- Seat belt use is mandatory on all seats
BUT reminder alerts only on driver seat
- Wearing rates vary greatly across Europe

Seat belt wearing rates



Summing up

- ✓ Challenge to meet the 2020 50% target
- ✓ Need to tackle the three main killers, via enforcement, infrastructure improvements and vehicle safety
- ✓ Start implementing injury reduction strategies, involving the health sector

EU should

- ✓ Introduce serious injury reduction target
- ✓ Adopt a fully-fledged strategy to tackle serious injuries
- ✓ Prioritise the extension of in-vehicle safety technologies linked to the key risk factors

Publications

Cross-country comparisons on a range of different road safety topics are published in a series of PIN Flash reports. ETSC also publishes the flagship PIN Report annually, launched at the PIN conference in Brussels.



9th Annual Road Safety Performance Index (PIN) Report

In 2010, the European Union renewed its commitment to improving road safety by setting a target of reducing road deaths...



Making Walking and Cycling on Europe's Roads Safer (PIN Flash 29)

Around 138,400 pedestrians and cyclists lost their lives on EU roads between 2001 and 2013. 7,600 were killed in...



RANKING EU PROGRESS ON IMPROVING MOTORWAY SAFETY

Ranking EU Progress on Improving Motorway Safety (PIN Flash 28)

Motorways are the safest roads by design and regulation. Nevertheless in 2013, around 1,900 people were killed on the...

Events

Each year ETSC hosts the PIN Event which is also the platform for the presentation of the PIN Award to the best performing country. ETSC also organises PIN Talks in several member states each year. For older events (prior to 2014) click [here](#) for the archive.



21 Sept 2015 – Walking and cycling safety – the experience of other EU countries, Luxembourg

21 Septembre 2015, 09:00-13:00
Ministère du Développement durable et des Infrastructures, Salle Vianden, 4 Place de l'Europe, 1499 Luxembourg...



18 June 2015 – Road Safety Performance Index (PIN) Conference, Brussels

Norway House, Brussels, 18 June 2015 Last year European progress on improving road safety slowed dramatically. At the 2015...



29 April 2015 – Tackling drink driving: what can European countries learn from one another? – Paris

Alcool au Volant: comment progresser grâce aux échanges de bonnes pratiques ? 29-04-2015, 09:00-13:00 Auditorium, Fédération française des sociétés...

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