

ROAD SAFETY PERFORMANCE INDEX (PIN), CROATIA WITHIN THE EU

PIN TALK IN ZAGREB

1 December 2017

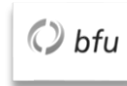
Antonio Avenoso

Executive Director



European Transport Safety Council

ETSC NETWORK





Road Safety Performance Index (PIN)

Ranking EU countries' performances

Monitoring EU transport safety policy

SMART



SOBER MOBILITY ACROSS ROAD TRANSPORT



SAFE & SOBER



iSAFER

INTELLIGENT SPEED ASSISTANCE FOR EUROPEAN ROADS



REVIVE

IMPROVING POST-COLLISION RESPONSE AND EMERGENCY CARE IN EUROPE

THE PIN PROGRAMME

- Experts from the 32 participating countries (including 28 EU member states)



- PIN panellist in Coatia – Sanja Veić, Ministry of the Interior

- Steering group

- Project team in the ETSC secretariat

TOYOTA

VOLVO



TRAFIKVERKET



Deutscher
Verkehrssicherheitsrat



Statens vegvesen

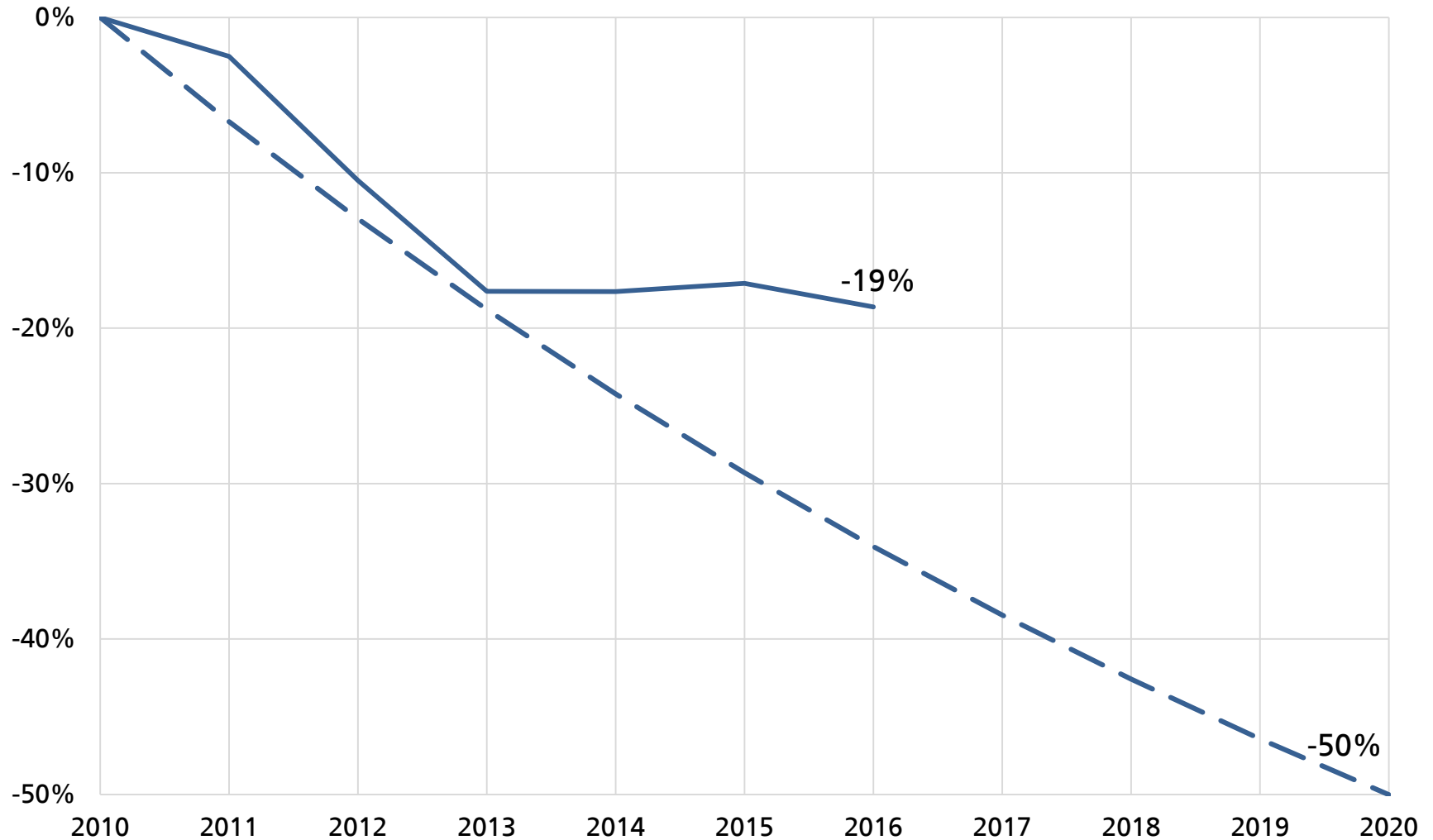


**2014-2016
bad years
for road
safety**

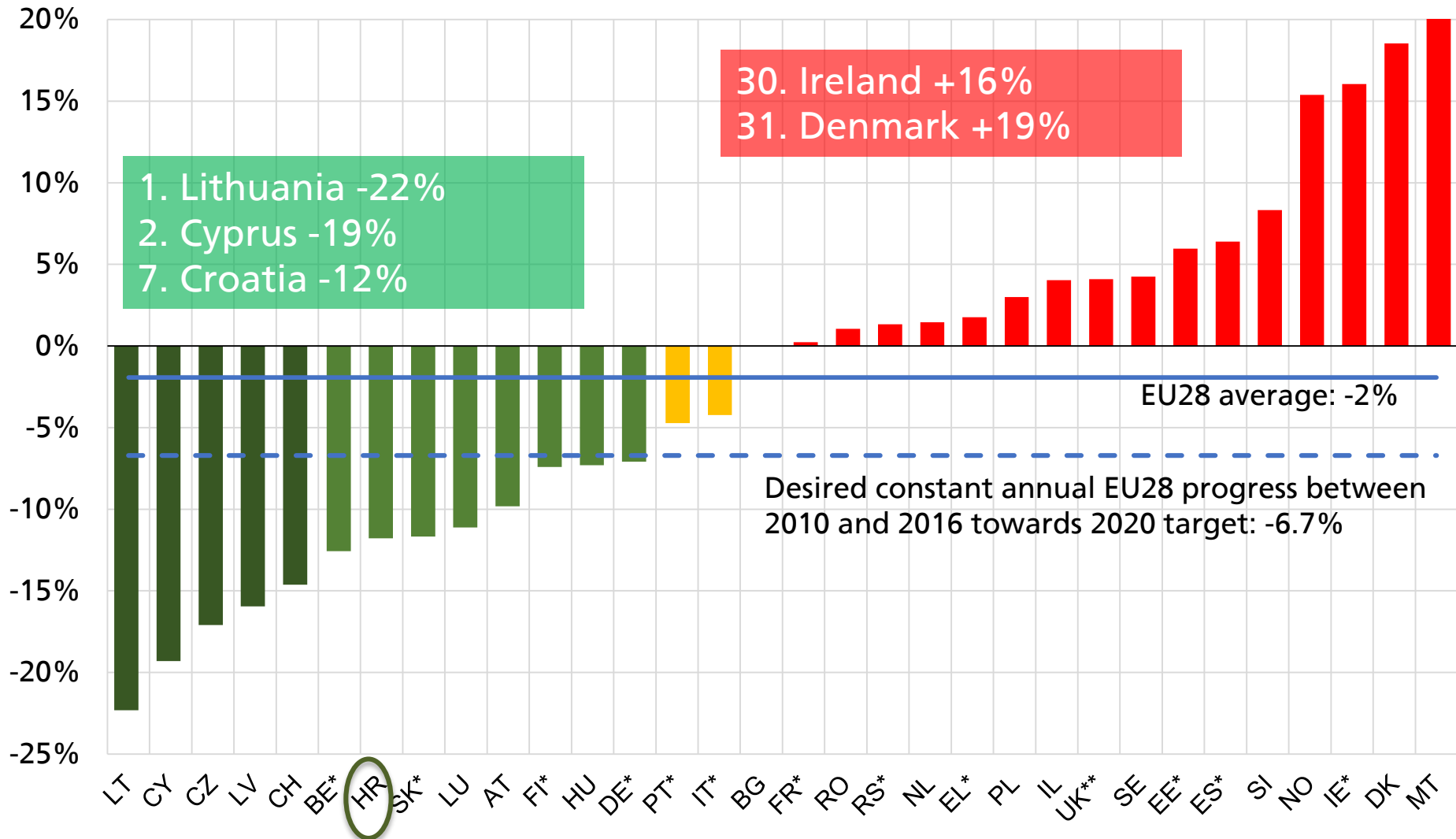
25,684

people died in
road traffic in the
EU in 2016

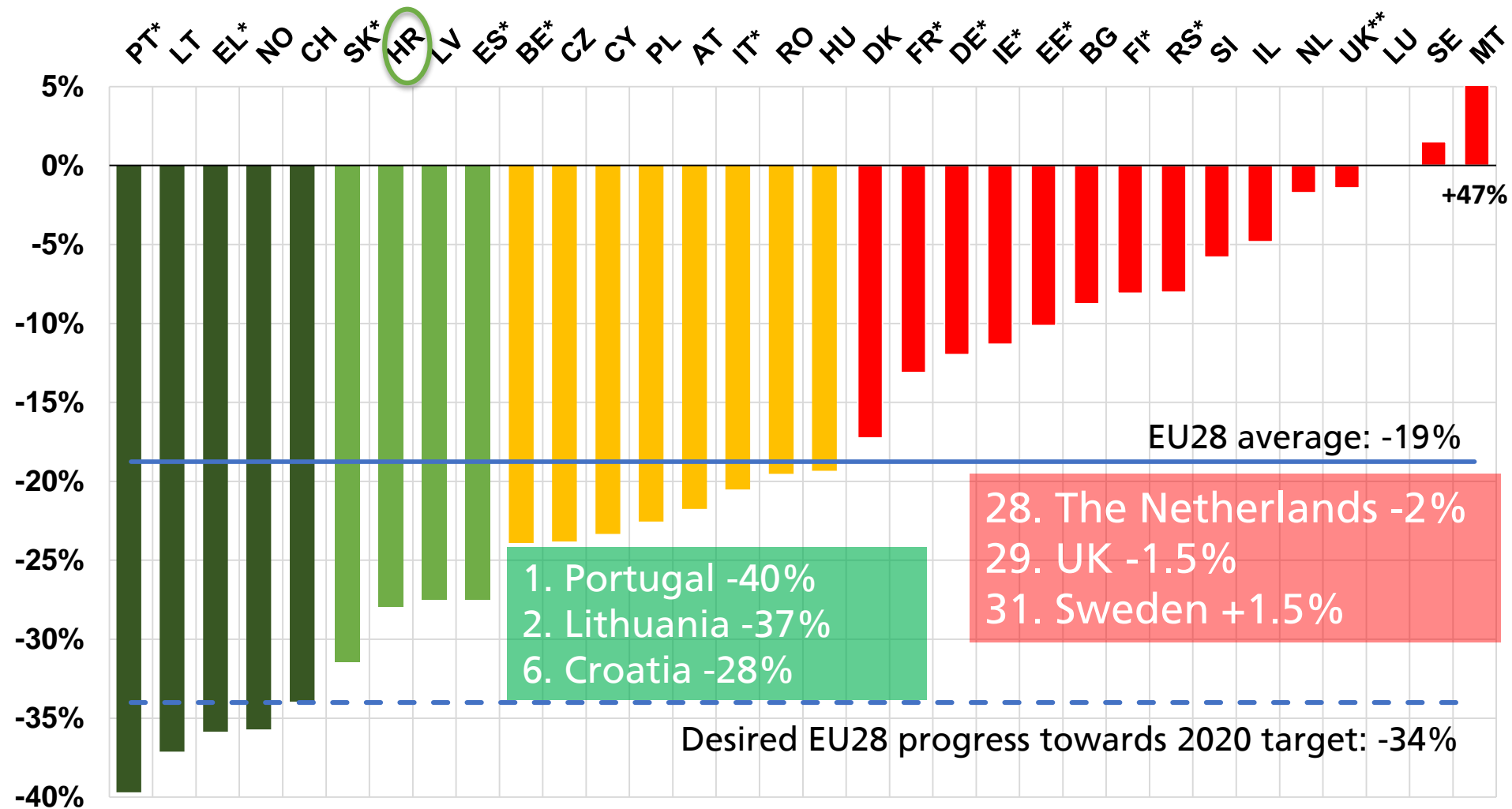
A WIDENING GAP BETWEEN THE ACTUAL AND DESIRED PROGRESS



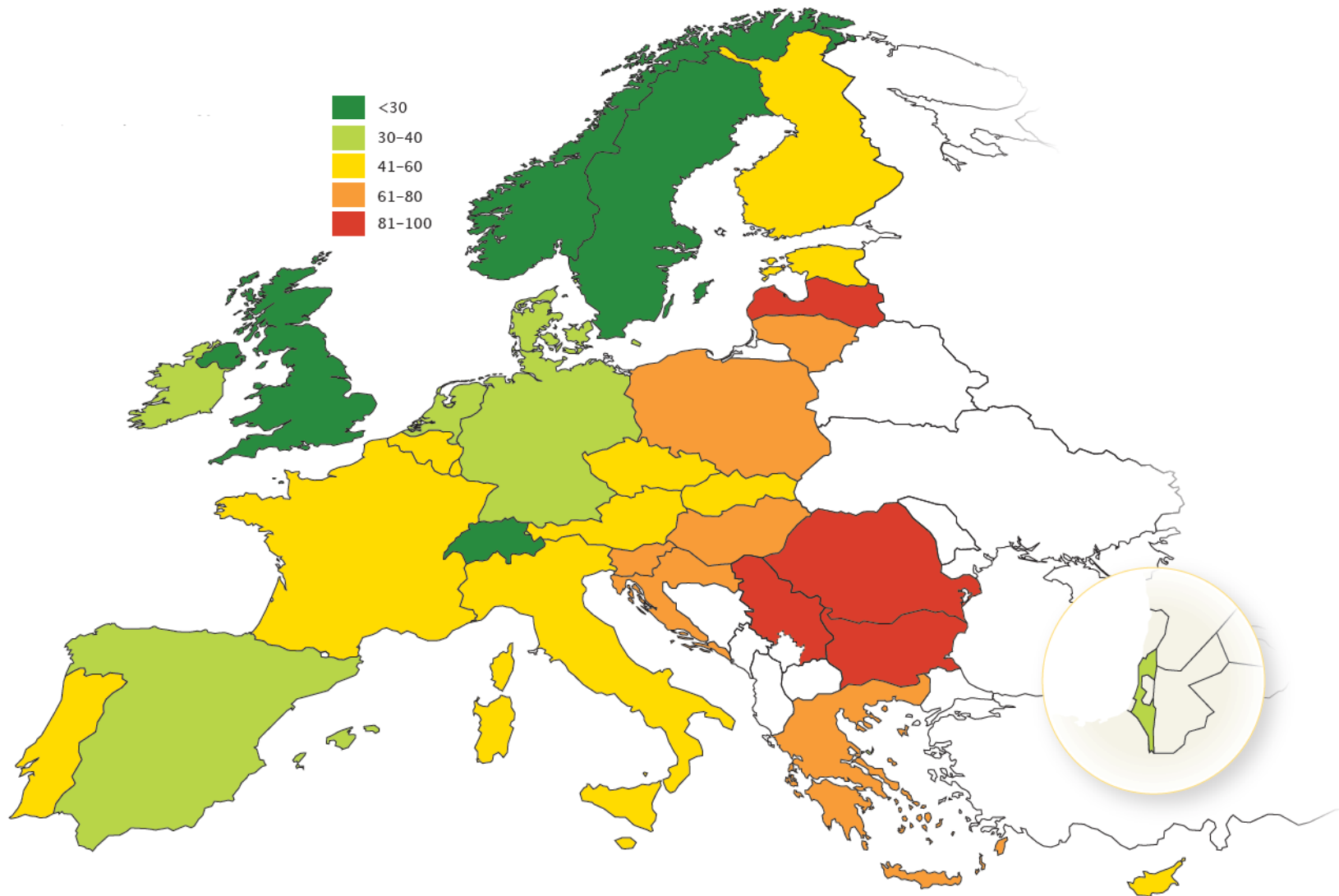
RELATIVE CHANGE (%) IN ROAD DEATHS 2015-2016



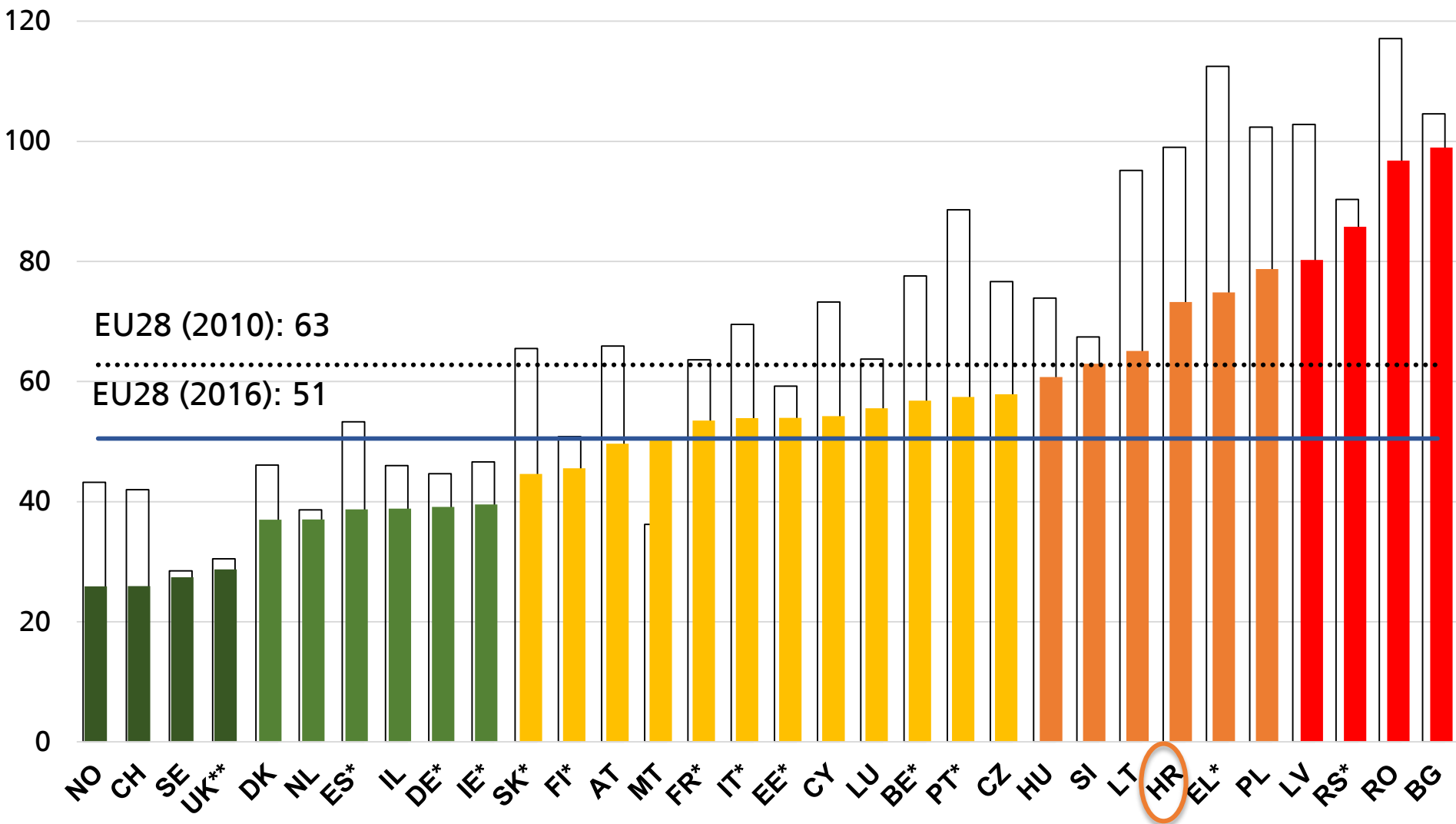
RELATIVE CHANGE (%) IN ROAD DEATHS 2010-2016



DEATHS PER MILLION INHABITANTS IN 2016



DEATHS PER MILLION INHABITANTS IN 2016



135,000

seriously injured in road traffic
in the EU in 2014 according to
MAIS3+ definition

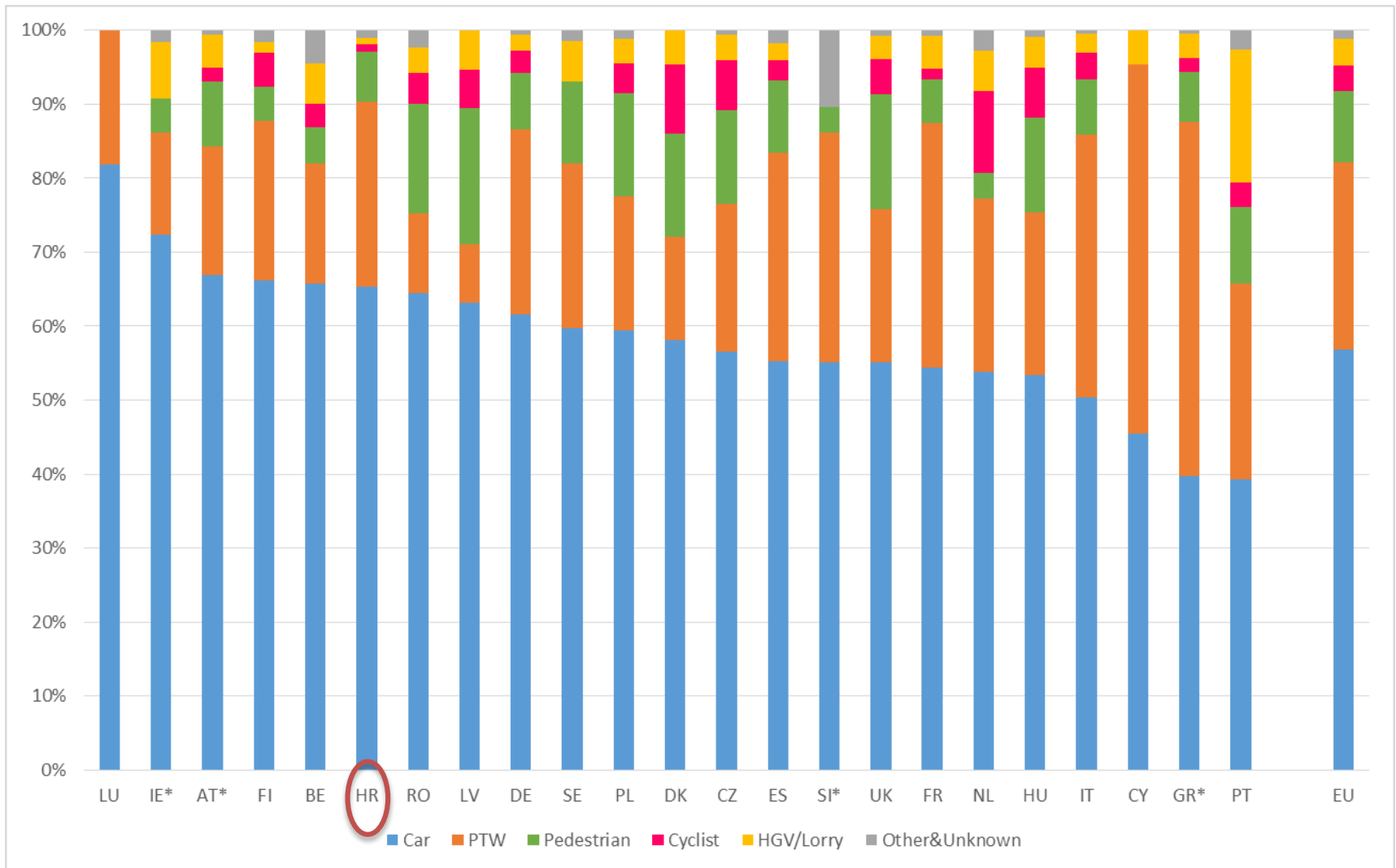
YOUNG ROAD USERS AT RISK

Collisions involving young drivers/riders account for
37% of total road traffic deaths in the EU

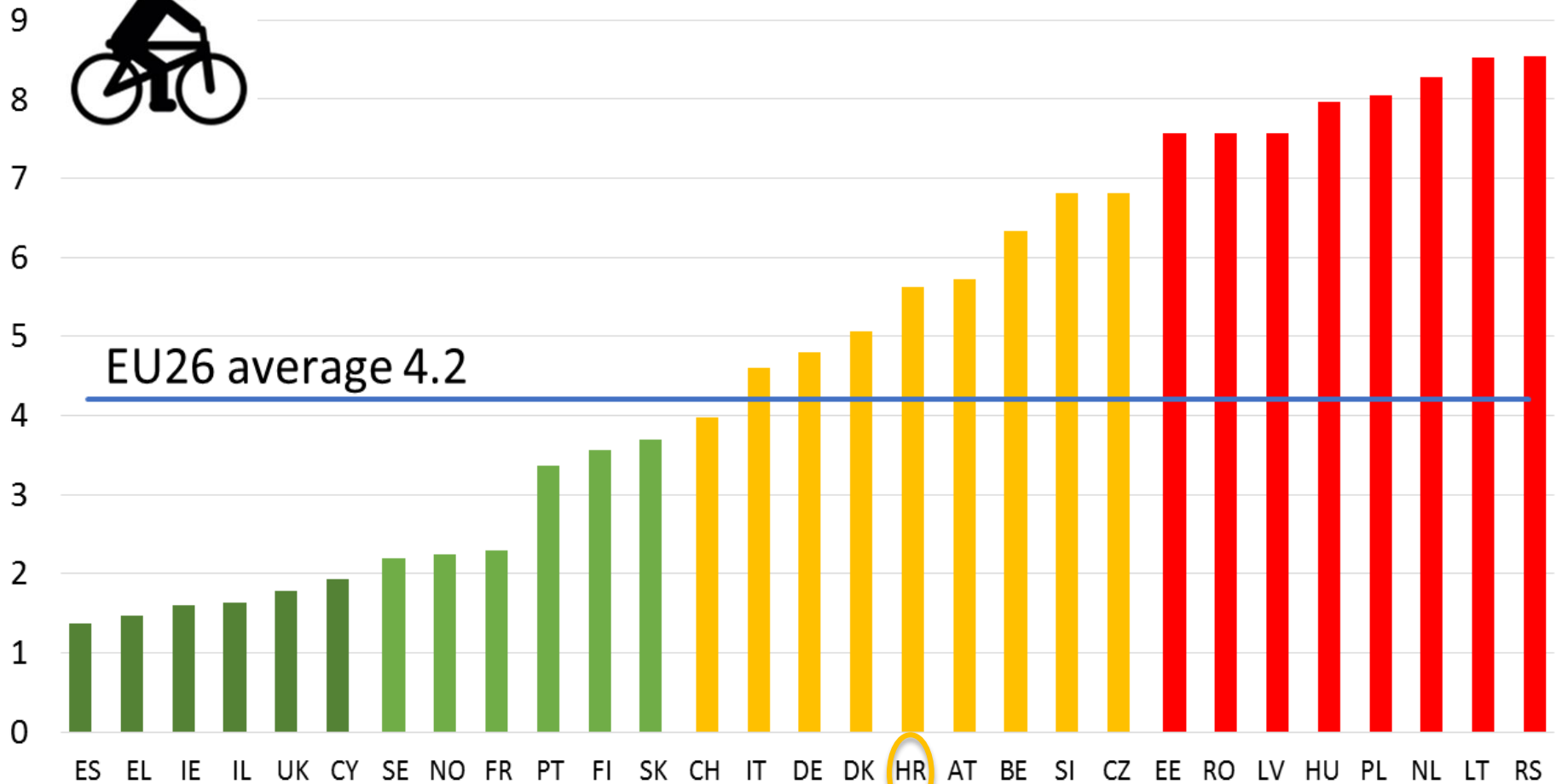
For each young driver/rider killed, an average
1.12 passengers/other road users killed

Young people aged 15-25 are more likely to be killed than older drivers
This also affects other road users and passengers

YOUNG ROAD USERS DEATHS BY ROAD USER GROUP (2013)



CYCLIST DEATHS PER MLN. INHABITANT (2011-2013)

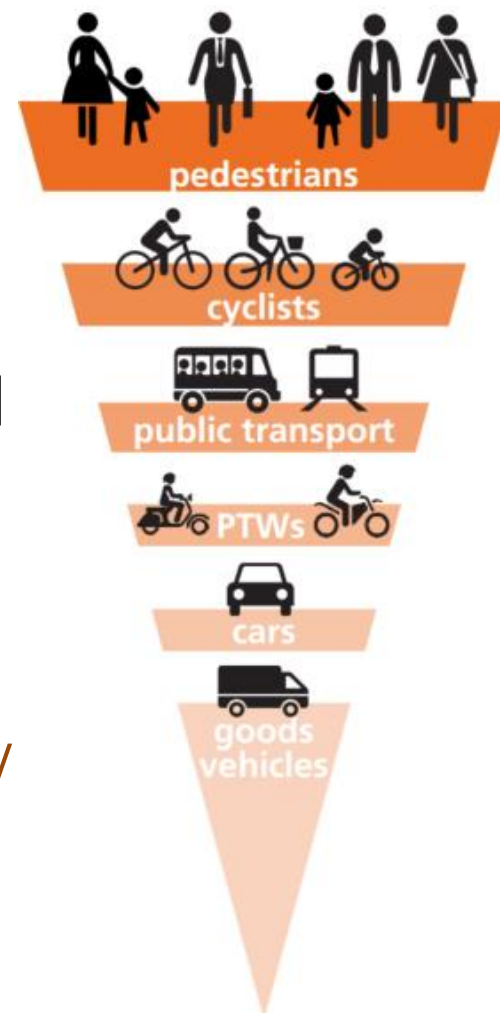


WAY FORWARD

- Higher levels of **accompanied driving** while novice drivers are learning and gaining experience
- Expand training to incorporate **additional skills** e.g. motorway driving, driving with navigational devices
- Ensure **post-licence training** programmes are available for those who wish to continue learning
- **Enforcement** targeting main killers

WAY FORWARD

- Encourage local authorities to adopt zones with a speed limit of 30km/h in residential areas and areas used by many pedestrians and cyclists
- Try to arrange for cycle traffic and motorised traffic to be physically separated
- Develop a policy of modal priority for road users, particularly in urban areas, **the hierarchy being based on safety, vulnerability and sustainability**



THANK YOU FOR YOUR ATTENTION



REDUCING CASUALTIES INVOLVING YOUNG DRIVERS AND RIDERS IN EUROPE



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