

Road safety in the European Union

Speed: how to tackle the most important factor
in road collisions?

PIN Talk, 3 May 2019, Tallinn

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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



PRAISE

Work-Related Road Safety

REVIVE

IMPROVING POST-COLLISION
RESPONSE AND EMERGENCY
CARE IN EUROPE



DRUG DRIVING

PIN PROGRAMME

- Experts from the 32 participating countries, including all EU Member States
- PIN Panellist in Estonia – Erik Ernits, Estonian Road Administration
- Steering group
- Project team in the ETSC secretariat
- Supporters of the PIN Program:

“Two passenger planes crash, killing everyone on board...”

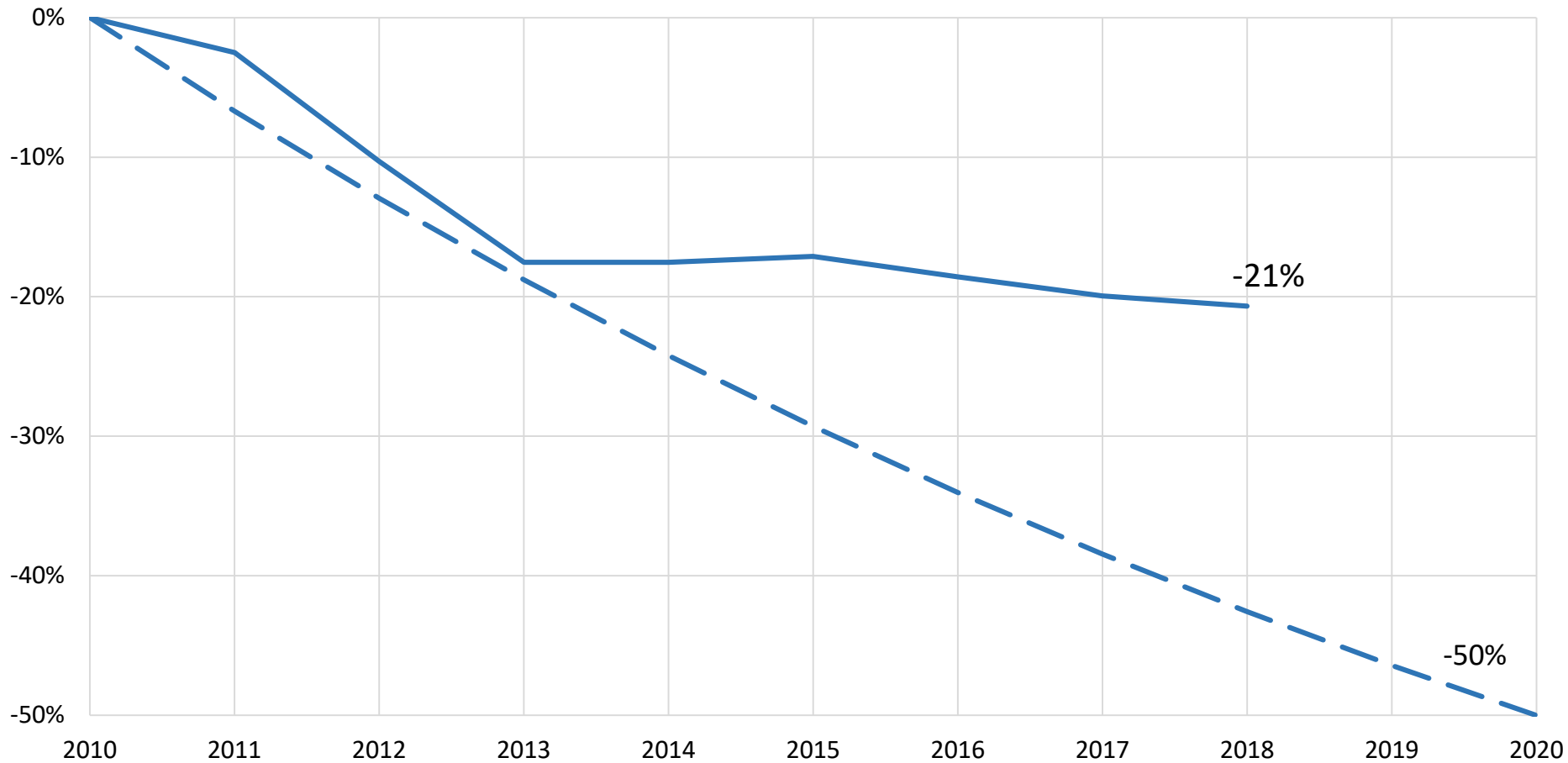


This is how many people die on EU roads every week

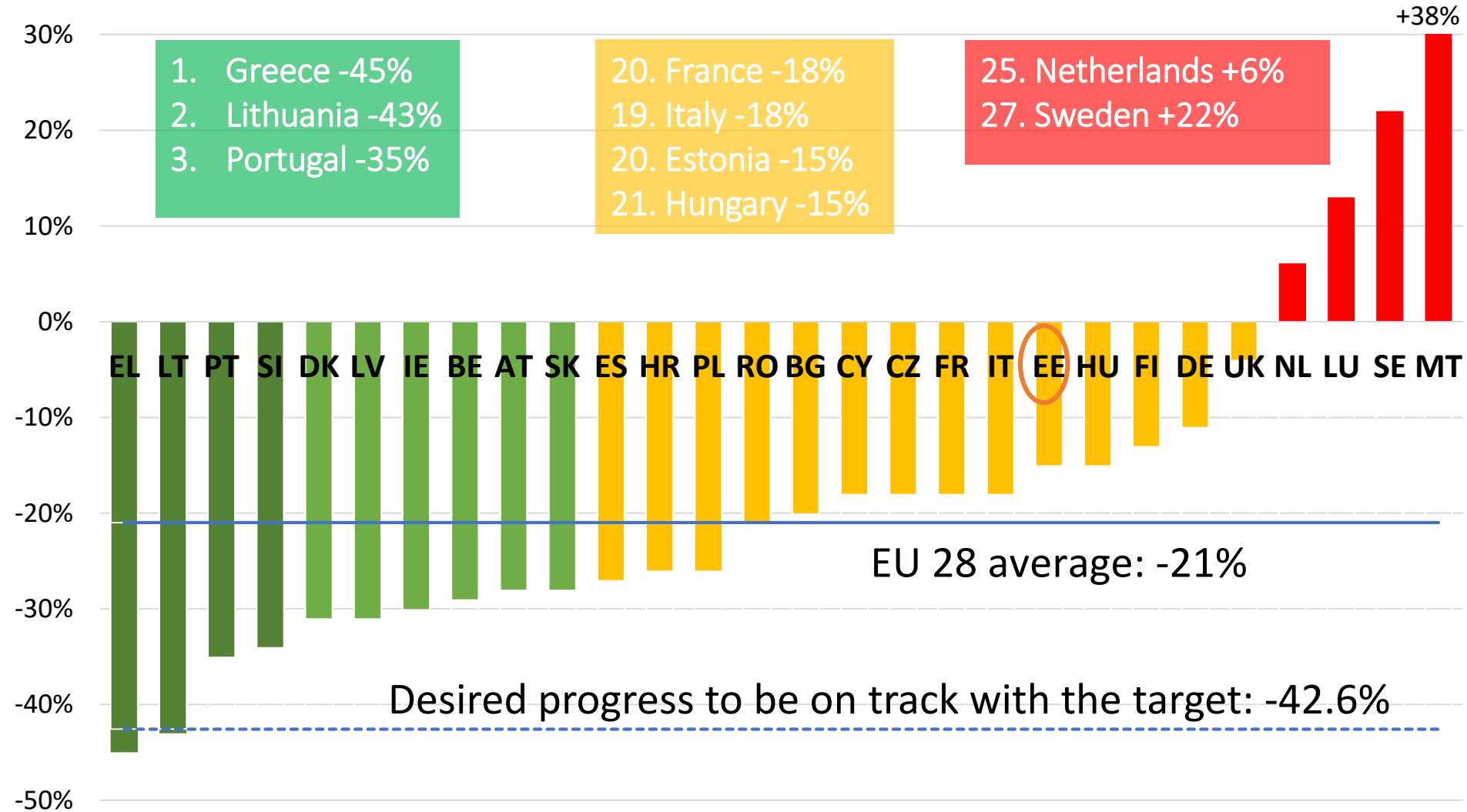
25,300

people died in road
traffic in the EU in
2018

A WIDENING GAP BETWEEN THE ACTUAL AND DESIRED PROGRESS

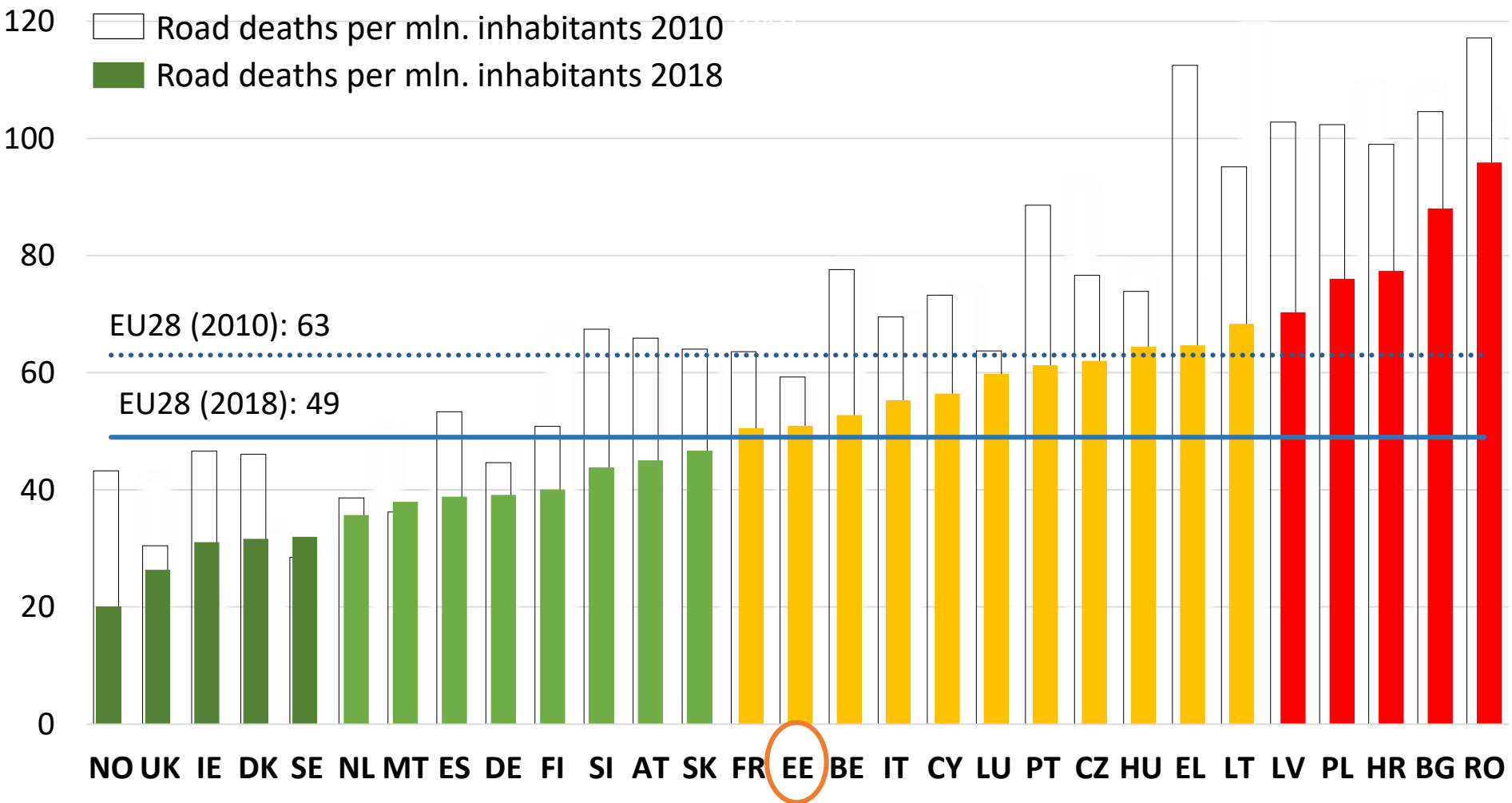


RELATIVE CHANGE (%) IN ROAD DEATHS 2010-2018



Data source: European Commission

ROADS DEATHS PER MILLION INHABITANTS IN 2018



Data source for the year 2018: European Commission

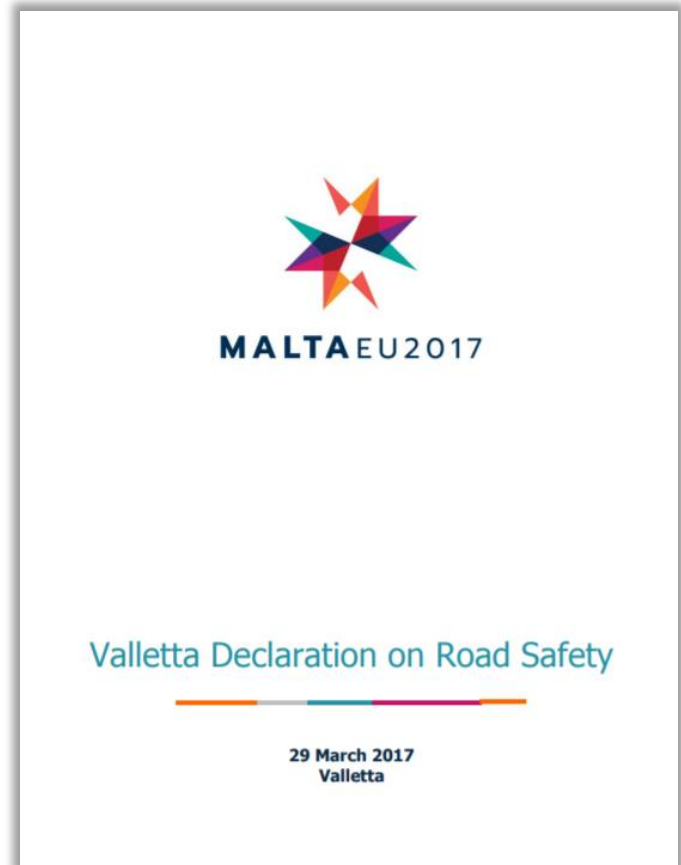
135,000

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

VALLETTA DECLARATION ON ROAD SAFETY

2020-2030:

- ✓ Third EU target to halve the number of road deaths
- ✓ First EU target to halve the number of serious road traffic injuries



3RD MOBILITY PACKAGE PUBLISHED BY THE EUROPEAN COMMISSION

17/05/2018

You Retweeted

Violeta Bulc @Bulc_EU · May 17

#RoadSafety needs a fresh approach. Our new measures for #MobilityEU aim to:

- Halve the number of deaths & serious injuries by 2030
- Make a number of new vehicle safety technologies mandatory
- Improve rules on infrastructure safety management

europa.eu/!wf96qN

WHY

VEHICLE SAFETY

The Commission proposes to make the following and driver assistance features mandatory:

- INTELLIGENT SPEED ASSISTANCE
- REVERSING DETECTION AND REVERSING CAMERA
- DISTRACTION AND DROWSINESS RECOGNITION
- LANE DEPARTURE ASSISTANCE
- DIRECT VISION REQUIREMENTS
- PEDESTRIAN/CYCLISTS DETECTION

INFRASTRUCTURE

The Commission proposes to reinforce the European rules on infrastructure safety management:

- SCOPE EXTENDED BEYOND MOTORWAYS: Only 8% of fatalities occur on motorways, while 39% on primary/main roads
- NETWORK-WIDE RISK MANAGEMENT
- REINFORCED PROVISION FOR VULNERABLE ROAD USERS

FATALITIES

More than in 2010, significant increase since 2013

49 FATALITIES

Global average reduction

EXPECTED IMPACT (2020-2030):

Category	Lives saved	Serious injuries avoided
Vehicle Safety	7,300	38,900
Infrastructure	3,200	20,000

You, European Commission, EU Transport and 2 others

5 34 38

3RD MOBILITY PACKAGE PUBLISHED BY THE EUROPEAN COMMISSION

Two legislative proposals

- Revision of the General Safety 2009/661 (and Pedestrian Safety 2009/78 Regulations)
- Revision of the Road Infrastructure Safety Management Directive 2008/96

Two communications

- Strategic Action Plan on Road Safety
- Strategy on Automated Driving

https://ec.europa.eu/transport/modes/road/news/2018-05-17-europe-on-the-move-3_en

EU VEHICLE SAFETY STANDARDS

- Numbers of road deaths would have been significantly higher without vehicle safety measures already taken by the EU
- Vehicle safety standards: exclusive power to legislate (Article 114 of the EU Treaty)
- Last revision of the EU common vehicle safety rules in 2009
- 17 May 2018: the European Commission proposed to make 15 new vehicle safety measures mandatory on all new vehicles
- 16 April 2019: political agreement reached

NEW MANDATORY SAFETY MEASURES

All vehicles	Cars and Vans	Heavy goods vehicles and Buses
Intelligent Speed Assistance	AEBS with VRU Detection	Direct Vision
Alcohol Interlock Installation Facilitation	Emergency Lane Keeping Systems	VRU Detection warning
Drowsiness and Distraction Warning	Enlarged Head Impact Zone (windscreen)	
Emergency Stop Signal	Improved Crash Tests	Rear Underrun (HGVs)
Reversing Detection		Side Guards (HGVs)
		Fire Safety (Buses)

INTELLIGENT SPEED ASSISTANCE

- Mandatory for all new vehicles
 - 2022 for new models
 - 2024 for current models
- Feedback to be provided through the accelerator control or “through other dedicated, appropriate and effective feedback”
- Switch-off function, but
 - Speed limit information may still be provided
 - Review clause for removal
- Further specifications to be defined in delegated acts



LIFE SAVING POTENTIAL OF THE GENERAL SAFETY REGULATION

25,000

deaths on the road could be prevented by
the introduction of new vehicle safety measures
announced today.

Over the period 2022-2037, according to analysis by TRL. <https://bit.ly/2IN9Itf>

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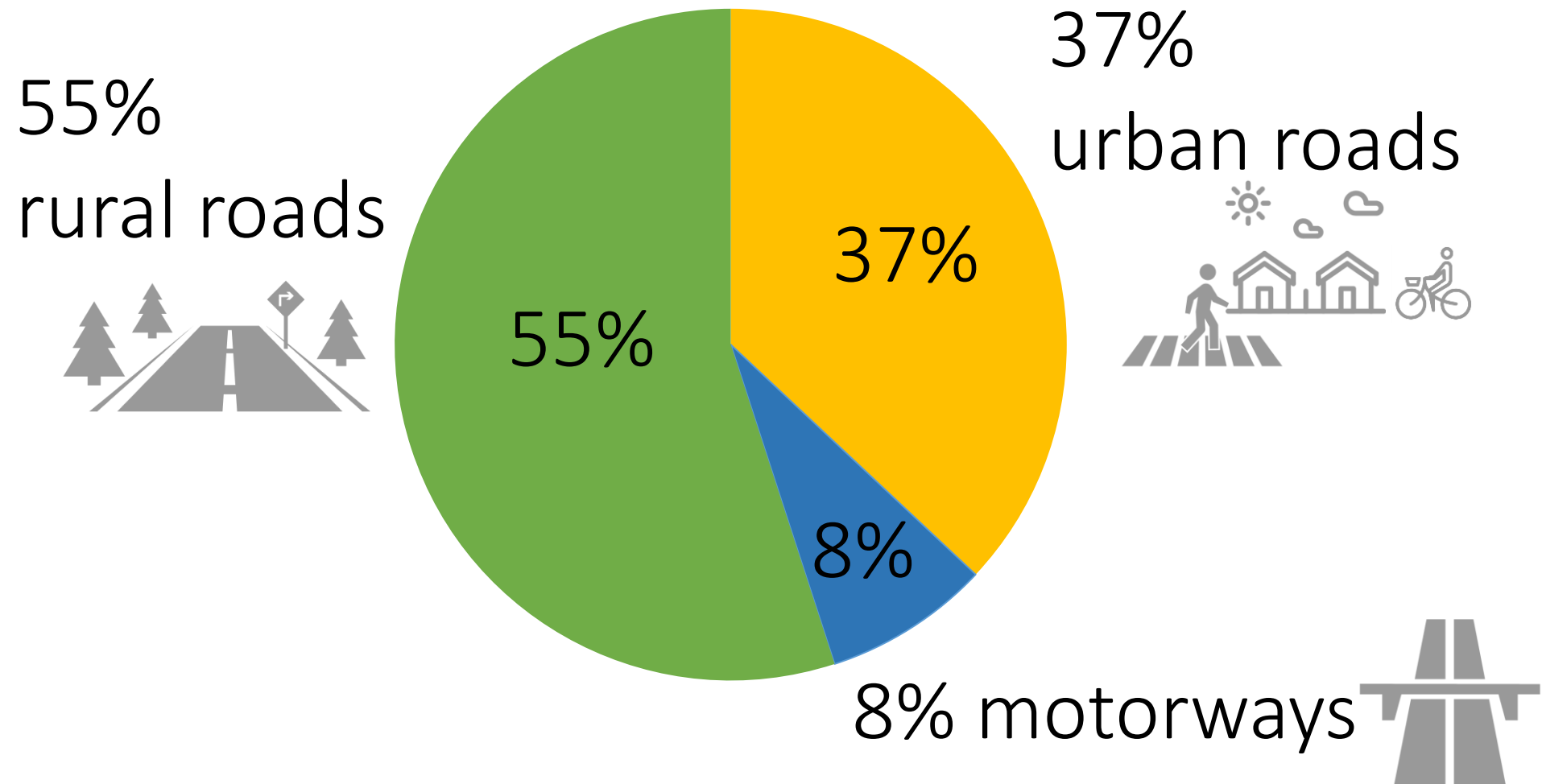
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ROAD DEATHS BY ROAD TYPE IN THE EU IN 2014



INFRASTRUCTURE SAFETY MANAGEMENT DIRECTIVE

- extension of the infrastructure safety management directive's procedures to *primary roads* as well as roads outside urban areas that receive EU funding
- road management authorities required to take into account vulnerable road user safety when planning and managing road infrastructure
- working towards development of common specifications for road signs and road markings
- Network-wide road safety assessment

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STRATEGIC ACTION PLAN ON ROAD SAFETY

- Framework for the 5th EU Road Safety Strategy
- Endorsed Safe System approach
- Aiming for enhanced coordination and stronger financial support for road safety
- Key road safety performance indicators being defined in close collaboration between the EU Member States and the EC

THANK YOU FOR YOUR ATTENTION



Briefing:
5th EU Road Safety Action
Programme 2020-2030

February 2018

 www.etsc.eu

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