Road safety in the European Union

Good practices and experiences of the PIN programme

20 March 2019, Bucharest

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Executive Director
Monitoring EU transport safety policy

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

SAFE & SOBER
SMART
SOBER MOBILITY ACROSS ROAD TRANSPORT

iSAFEx60
INTELLIGENT SPEED ASSISTANCE FOR EUROPEAN ROADS

YEARS
60
YOUNG ROAD USERS

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 Romania – Florentin Bracea
• Steering group
• Project team in the ETSC secretariat
• Supporters of the PIN Program:

[Logos of supporting organizations]
“Two passenger planes crash, killing everyone on board...”

This is how many people die on EU roads every week
25,250 people died in road traffic in the EU in 2017
A WIDENING GAP BETWEEN THE ACTUAL AND DESIRED PROGRESS

![Graph showing a widening gap between actual and desired progress from 2010 to 2020. The graph indicates a decrease from 0% in 2010 to -50% in 2020.]
RELATIVE CHANGE (%) IN ROAD DEATHS 2010-2017

EU28 average: -20%

Desired EU28 progress towards 2020 target: -38%

1. Norway -49%
2. Greece -41%
3. Estonia -39%

11. Belgium -26%
12. Spain -26%
13. Ireland -26%

21. Romania -18%
22. Hungary -16%
23. France -14%

-50% -40% -30% -20% -10% 0% 10% 20% 30% 40%
ROADS DEATHS PER MILLION INHABITANTS IN 2017

- <28
- 28-39
- 40-55
- 56-70
- 71-99
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
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17/05/2018

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
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Two legislative proposals

- Revision of the Road Infrastructure Safety Management Directive 2008/96

Two communications

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

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**
VEHICLE SAFETY

- Overridable assisting ISA on all new vehicles default ON
- Automated Emergency Braking (AEB) with pedestrian and cyclist detection
- Redesigning car fronts to include pedestrian & cyclist protection
- Redesigning truck cabins

✓ Improve HGVs cabin design
HUGE LIFE SAVING POTENTIAL

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/2IN9Ht1
Last Night the EU Saved My Life

We support:

- Intelligent Speed Assistance (ISA)
- Automated Emergency Braking (AEB)
- Safer Car and Lorry Fronts

I support:

- Intelligent Speed Assistance (ISA)
- Automated Emergency Braking (AEB)
- Safer Car and Lorry Fronts

Respect, Conduction, Communication, Conferences, Cooperation, Commitment, Confidence, Credibility, Collaboration.
WHAT’S NEXT?

- Trilogues - negotiations between the European Parliament, the Council of the European Union and the European Commission under Romanian EU Presidency

- It’s now time for the EU Council and the European Parliament to prove the commitment to the Safe System
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• Revision of the General Safety 2009/661 (and Pedestrian Safety 2009/78 Regulations)

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ROAD DEATHS BY ROAD TYPE IN THE EU IN 2014

- 55% rural roads
- 37% urban roads
- 8% motorways
Trialogue agreement under Romanian Presidency:

- extension of the infrastructure safety management 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

ETSC also called for extension of the rules to all main urban and rural roads
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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